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# VALIDATION OF POLARIMETRIC RADAR SIGNATURES USING THE 2D-VIDEO DISTROMETER

**Colorado State University** 

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# Table of Contents

Abstract	1
Introduction	3
CHILL Radar	4
2D Video Distrometer:	
Austria Van	6
Plan for Setup	10
Principle of Operation	12
Operating Procedure	13
Data Processing	17
Offline Graphics	19
Calibrations	26
Appendix:	
A: Processed Data Graphs	30

# Abstract

The CSU-CHILL radar (a National Science Foundation supported facility) is a state-of-the-art weather radar operated by Colorado State University. It is the only S-band radar available to the public sector that is capable of measuring the full scattering matrix of a weather target. Critical to the evaluation of polarimetric measurands is the gathering of reliable, accurate ground truth. This was accomplished in part via the mobile deployment of the 2-D Video Distrometer manufactured by Joanneum Research of Graz, Austria, a non-profit organization, during the the period 10 June to 10 August 1996.

During this period the van "Austria", in which the distrometer is deployed, made more that 20 successful storms intercepts in conjunction with with the CSU-CHILL radar. This distrometer records two views of all hydrometeors that pass through its measurement area (about 10 cm×10 cm) through use of two CCD (charge coupled device) line scan cameras. The true vertical velocity of the hydrometeors is also measured. This makes possible the calculation of very accurate equivolumetric spherical diameters, size distributions, and particle non-sphericity and makes it possible to distinguish between rain, hail, graupel and snow. It is the only currently available ground based distrometer that has these capabilities. This information can be used to calculate the radar measurands via sophisticated scattering models thus validating the actual recorded radar data.

Contained in this final report are a general description of the the distrometer, operating procedures and a compilation of representative plots of distrometer data gathered of those days. Specifically, the rainrate as a function of time for the events and representative drop size distributions are given. One general conclusion is that for convective rain events, the drop size distributions are frequently are not Marshall-Palmer in character as is typically assumed in the literature. The

larger particles ( $D_{eq} \ge 4mm$ ) frequently occur in greater concentrations than what is predicted by the Marshall-Palmer model. Since reflectivity measurements are very sensitive to larger particles, rainrate estimates based on empirical rain-reflectivity relationships will vary tremendously, i.e., similar reflectivity measurements can correspond to widely varying rainrates. Thus, the data sets contained in this report demonstrate why rainrate estimates base only on reflectivity will likely fail for convective precipitation.

# Introduction:

Research Experience For Undergraduates (REU) is program sponsored by the National Science Foundation (NSF) where students can assist Professors, out of the classroom, in various fields and gain valuable experience in labs and on the field. The Electrical Engineering REU this year was sponsored in collaboration with the Department of Electrical Engineering at Colorado State University to design and test various types of instruments that could be used to study the Thunderstorms in Eastern Colorado. There were three Chase Vans used in which these instruments were mounted.

We were involved with the Chase Van Austria. This van got its name from the Austrian instrument mounted inside. Austria, as seen in picture 1, is a 1978 Dodge Ram Sportsman that is equipped with a 2D Video Distrometer (from Austria) and 2 Personal Computers (known as *Back PC* and *Front PC*), and a GPS (Global Positioning System) tracking system. All the power needed to run these instruments is provided by two 12 Volt battries and an inverter. All the digital data is first collected by the back PC and is then sent to the front PC every 3 seconds where the data is stored.

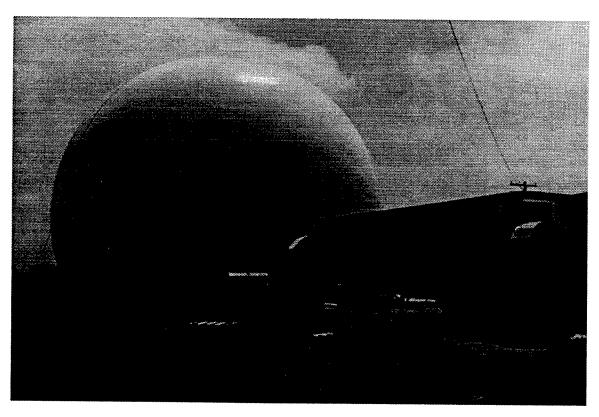


Picture 1: The infamous CHASE VANS.

# **CSU-CHILL Polarimetric Radar:**

# Radar Description:

The CHILL radar has a historic past as it is one of the first radars to utilize polarization diversity. The radar was originally designed and constructed jointly by the University of Chicago and the Illinois Water Survey under the Guidance of Mueller and Atlas. In 1990, the CHILL radar was moved to its present location, outside of Greeley, Colorado, and is now used exclusively as a research radar operated by the Colorado State University under the sponsorship of National Science Foundation. It is a fully Polarimetric S-band radar that can alternately send two Orthogonally polarized signals and simultaneously receive the co- and cross-polarized signals. With recent upgrades made to the radar it now ranks as one of the top radars of its kind.



Picture 2: CHILL Radar

Table: System Characteristics of	the CSU-CHILL Radar	
Antenna		
Type:	Fully steerable, focus parabolic reflector	
Size:	8.5 m	
Feed:	Scalar horn	
3 dB beam width:	1.0 degrees	
Directivity:	45 dB	
Sidelobe level (any φ-plane):	<= -27 dB	
Cross-pol. Level (any φ-plane):	<= -30 dB	
Polarization radiated:	Horizontal or Vertical	
Transmitter		
Type:	Klystron, modernized FPS-18	
Wavelength:	10.7 cm	
Peak Power:	700 - 1000 kW	
Pulse Width:	Steps of 0.1 µs to a max of 1 µs	
PRT:	800 - 2500 μs	
Max. Unambigu. Range:	375 km	
Max. Unambigu. Velocity:	+-34.3  m/s	
Receiver		
Noise Figure:	0.7 dB	
Noise Power:	– 114 dBm	
Typical Band Width:	750 kHz	
Transfer Function:	Linear	
Dynamic Range:	90 dB, 0 - 60 dB IAGC in 12 dB steps	
Data Acquisition		
Signal Processor:	SP20 made by Lassen Research	
Number of Range Gates:	64 - 2048	
Range Gate spacing:	.2 μs or 1μs	
Sampling Rate/avg. option:	under micro-code control	
Video Digitizer:	12-bit,in the SP20 input card for I,Q &	
Time series capability:	logP	
Variable Available		
• Reflectivity at H polarization (Z <sub>h</sub> )		
• Differential Reflectivity (Z <sub>dr</sub> )		
<ul> <li>Mean Doppler Velocity (υ) and Spectral Width (σ<sub>υ</sub>)</li> </ul>		
• Differential Phase between H and V states (W.)		

- $\bullet$  Differential Phase between H and V states  $(\psi_{dp})$
- Copolar Correlation Coefficient (ρh<sub>υ</sub>(0))
- Linear Depolarization Ratio (LDR)
- Doppler Spectra from FFT processing
- I, Q and logP for every pulse in time series mode (up to 150 gates)

Courtesy: Two Year Interim Report by John Beaver, CSU

# The Austria Van

The 2D-Video Distrometer, commonly called the Austrian instrument, was designed and built by the Joanneum Institute for Applied Systems Technology Graz, Austria. It has been loaned to Colorado State University by this Institute for the summer to carry out research, and in the process, test the instrument. The main parts of this instrument are:

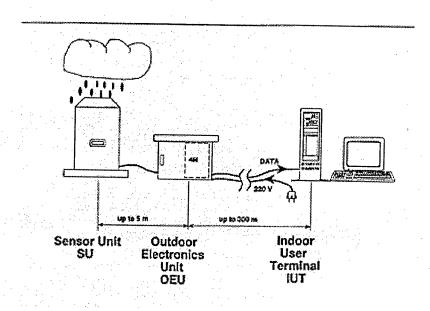
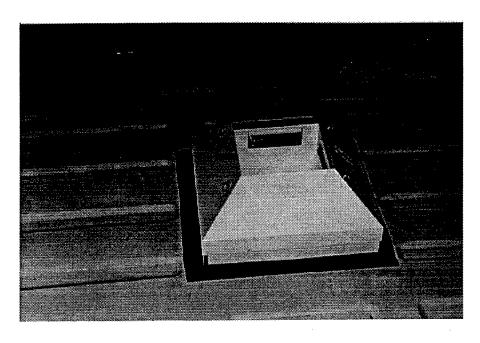


figure 1: Schematic Drawing of the Distrometer

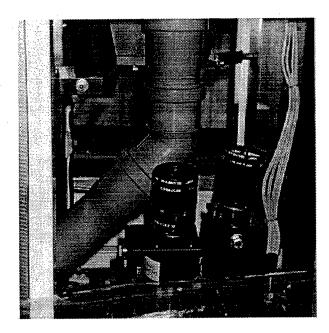
# 1) Sensor Unit (SU):

This unit has been mounted on rubber shock absorbers inside the Austria Van. An approximate opening of 18 square inches has been cut from the roof of the van so that the top part of this sensor can face out. The sensor itself has an opening of 10 square cm through which the rain/hail drops fall into the pipe which rains them out from the small opening on the van floor.



Picture 3: Top view of the sensor unit.

Also mounted in the sensor unit are the two Line Scan Cameras, Two Illumination lamps and the Mirrors. (Detailed functions of these are listed in the software and hardware manuals).



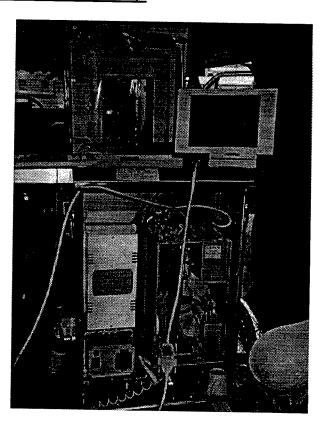
Picture 4: Line scan Cameras

# 2) <u>Indoor User Terminal (IUT):</u>

The Indoor User Terminal consists of a 120 MHz Pentium PC. This is also commonly referred to as the front PC. This has been mounted behind the drivers seat also on rubber shock absorbers. The monitor for this PC has been mounted in the middle behind the front seats on a wooden table. The main function of the front PC is to receive data sent by the back PC, store it and display it online/offline.

A minor modification was made after IUT was received from Austria. A small 200 Megabyte hard drive was installed inside the Front PC so that data could be backed-up after collection for safety reasons.

# 3) Outdoor Electronics Unit (OEU):



Picture 5: The Back PC

The OEU is an outdoor unit, but it has been installed inside Austria in order to make the Distrometer mobile. The OEU has been mounted at the rear end of the van. This unit is a steel box inside which a 133 MHz Pentium PC is mounted. This unit is referred to as the Back PC. This unit is directly connected to the SU. It collects data from the SU using the acquisition program provided by Joanneum Research and sends it to the Front PC in small packets every three seconds. A 50 Ohms coaxial cable is used to transfer pre-processed data from the OEU to the IUT.

# Overall Plan of the Austria Van Setup:

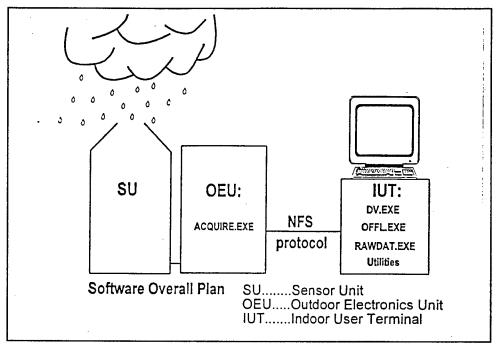


Figure 2: Software overall plan

The overall plan for the 2D-Video-Distrometer software recognizes five main parts:

- Video Control and Data Acquisition:
- Link OEU-IUT: performed via standard NFS protocol.
- Data Storage Manager and Online Display (DV.EXE): This part represents interface to the user.
- Offline Display (OFFL.EXE and RAWDAT.EXE)
- Utilities: several utilities are available for decompressing the recorded data files
   and for conversion and display of the screendump files.

#### GPS Unit:

In addition to the 2D-Video Distrometer there is a Global Positioning System (GPS) in the van. The GPS unit allows technicians at the CHILL Radar site to find the van's exact locations. With the movement of the chase vans, the GPS unit is constantly active and records the location of the van. A program time and date stamps each entry in a data file containing the latitude and longitude of the van. However, these coordinates mean nothing since all the radar data is centered around the radar. Therefore it is important to convert the Lat-Lon reading to the XY coordinates from the radar to make the post analysis of the data easier and more accurate for the user.

A c code has been written for this conversion and the name of the code is azran.c. The exact code for this program can be found in appendix D of Duncan Halstead's report. It reads from a prompted data file and writes to either standard output or a user defined file. There is a DEFINE statement LINES\_2\_DATA that can be changed to skip bad lines of data, or headers. The program then simply reads until the end of file. When converting the latitude and longitude coordinates, the CHILL Radar has a longitude and latitude of 40.446 degrees and 104.637 degrees respectively, and there are 60.12 nm/degree.

If the format of the data files ever change, all that needs to be modified is the scanf statement that reads in the data. Currently, there is a variable called dummy used to read in the semi-colons between the degrees, minutes and seconds of the latitude and longitude.

# **Principle Of Operation:**

The figure shown below is a schematic drawing illustrating the operating principle of the instrument. The trapezoid black box is the Illumination Device (I.D.), which in principle is an extremely large-diameter optical condenser.

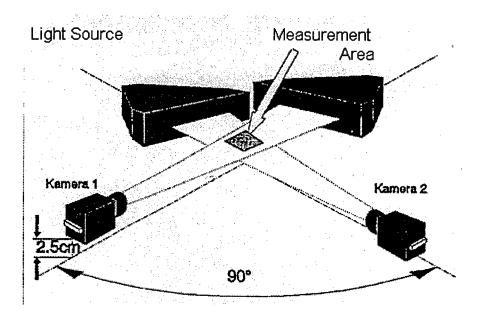


Figure 3: Arrangement of Optical System

Two line scan cameras are directed towards the opening of these illumination devices. The optical system is designed in such a way that (seen thru the camera lens) the slit of the I.D. appears as a relatively even illuminating background of extreme brightness.

To the cameras, any particle falling thru the beam of the light will appear as a dark silhouette against this bright background.

In reality, each of the two optical paths contains two mirrors that are used to "bend" the beam. These are left out here in order to simplify the drawing.

# Operating Procedure for Austria:

- 1) Take out the foam from the top opening of the SU.
- Turn on the OEU. Wait until the prompt shows up. At the prompt type OPER.
   (Note: This command has already been written in autoexec.bat and does not need to be typed if turned on from the inverter)
- 3) Once OPER is executed the back PC should go through some processes (like reading the parameters from the file acquire.par) and at the end it should read "data acquisition running"
- 4) After Data acquisition starts running, turn on the IUT using the switch on the Front PC. Two options will appear on the screen:
  - 1) Mobile
  - 2) Docked

When collecting data the first option should be used, ie. Mobile (The second option is used when uploading saved data to one of the Sun work stations at the Radar Lab. This will be described later on in the report)

- 5) After the selection is made the screen should read c:\2d-video\oper. At this point type DV. This will take you into an online display.
- 6) Inside this online display, change the time window to the current time. Make sure that the current time is put in as the data collection is appended to the same file.
- 7) Once the time is sent, click on run and sit back to see the spectacular work which is being done by the distrometer. Do not forget to take good notes as they are the key to good analysis which leads to good reports.

- 8) Once the rain event stops, hold escape on both PC's to come out of acquisition.
- 9) Now is the time to backup the data which has been collected. On the prompt type:

backit xxx y

where:

xxx is the number of days which have passed in the year since January 1 (Julian Date). If in doubt look at the Julian date calendar in the van.

y is the event number of the day. Make sure that the first event of the day is 2, second 3, third 4 and so on.

So the backup procedure for the 5<sup>th</sup> event on July 7, 1996 will be:

backit 189 6

This procedure saves data on drive f.

10)To minimize the loss of data we backup the data a second time with the same conventions. The command for this is:

backit2 xxx y

This saves data on drive g.

11) Now the system should be turned off and the foam should be put back on.

Important: It is very important to remember that DV should not be run unless the acquisition program on the back PC is running. If this is not done it will corrupt the data files. If DV is accidentally hit, the file delete procedure in the 'problems' part should be followed.

# Problems:

Sometimes during the collection of data due to unknown reasons the data acquisition hangs up and the front PC freezes. In this case:

- 1) First hold escape to get out of acquisition from the back PC.
- 2) Then try holding escape on the front PC. If this works go to step 4 else go to step 3.
- 3) Reboot the front PC.
- 4) At the prompt type:
  - a) backit xxx y
  - b) backit2 xxx y
  - c)  $del e:\raw\v96xxx_1.*$
  - d)  $del e: hyd v96xxx_1.*$
- 5) Turn off the Front PC and go to step one of the operating procedure.

# Periodic Backup on the Sun Stations in the Radar Lab at the EE building:

Periodically all the data collected should be uploaded to the Everest machine in the radar lab so that it can be put on tapes for permanent safekeeping. Follow the procedure outlined below:

- 1) Take the van to CHILL radar.
- 2) Take the coaxial cable from the conference room in the main building. (If in doubt ask Dave)
- 3) Connect the cable to the ethernet card of the front PC.
- 4) Start the front PC and go in to 'Docked', the number 2 option.

<ol><li>At the pro</li></ol>	ompt type:
------------------------------	------------

- a) e:\hyd
- b) ftp everest.lance.colostate.edu
- c) enter your user name and the password

At the ftp prompt type:

a) the directory where you want to save the data for 1996:

cd ~radar/REU/vivek/chill/96data

- b) bin
- c) mput v96xxx\_\*.\*
- d) lcd ..\raw
- e) mput v96xxx\_\*.\*
- f) this procedure should be repeated until data for all days is uploaded.

# **Data Processing:**

After the data is collected in the Indoor User Terminal, it can be viewed either online or offline. The online procedure has been discussed in the operating procedure of the Distrometer. There is an offline version of the same software so that the data can be viewed and analyzed at a later date at the user's convenience. The executable for the software is OFFL.EXE, also supplied by Joanneum Research, Austria. The procedure to run this program is listed below:

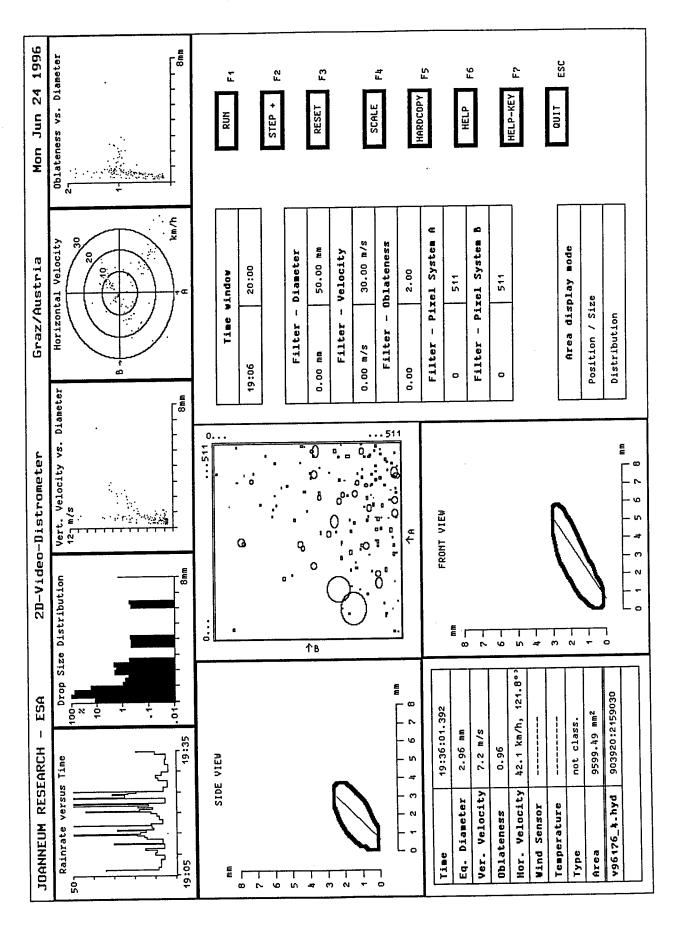
- Get the \*.hyd file of the date desired to be analyzed from the Sun Station at the radar lab in the EE building.
- 2) Put the \*.hyd in the same directory as OFFL.EXE
- 3) Type: offl v96xxx\_(event number).hyd
- 4) Right now the program is loaded on the Parnassus PC at the radar lab.
- 5) \*.hyd files have a separate directory under c:\schoe\1996\hyd
- 6) To run offl type: offl ..\hyd\v96xxx\_(event number).hyd

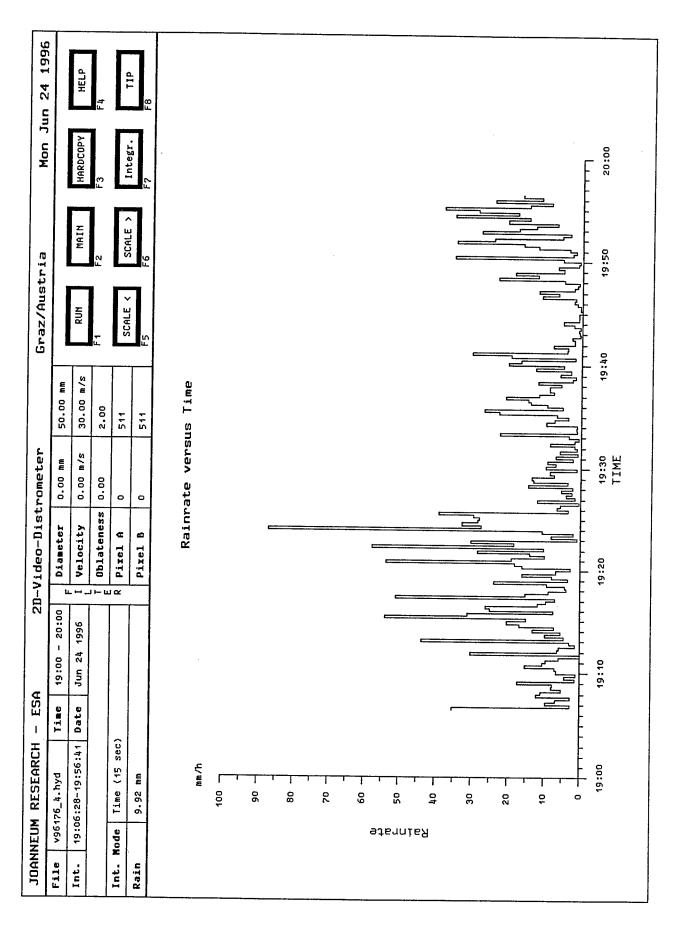
# What can we look at by running the offline version?

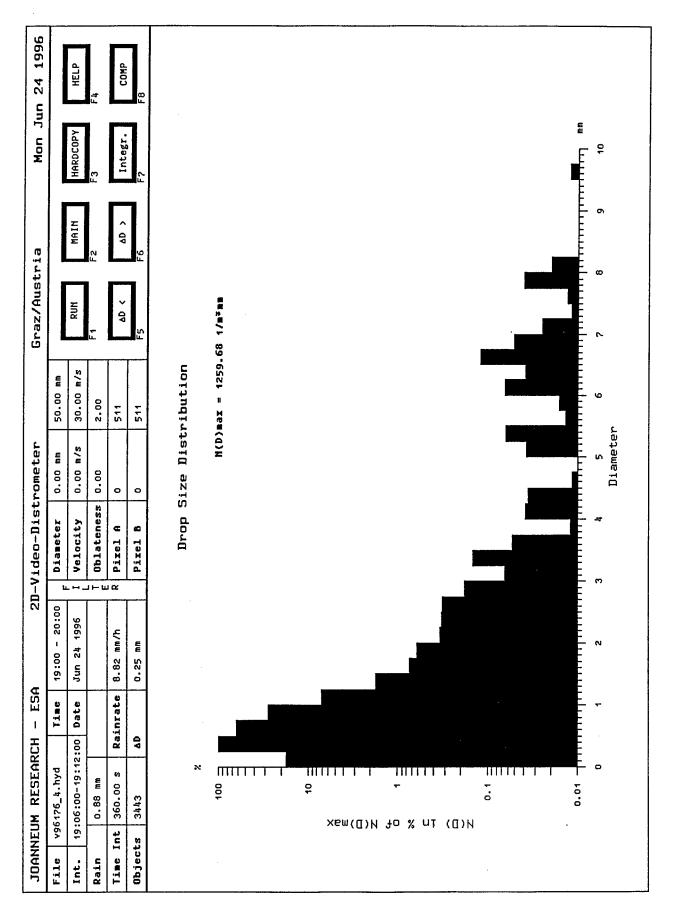
This simple program provides us with a lot of information. It is hard to believe that a small program like OFFL can provide information about:

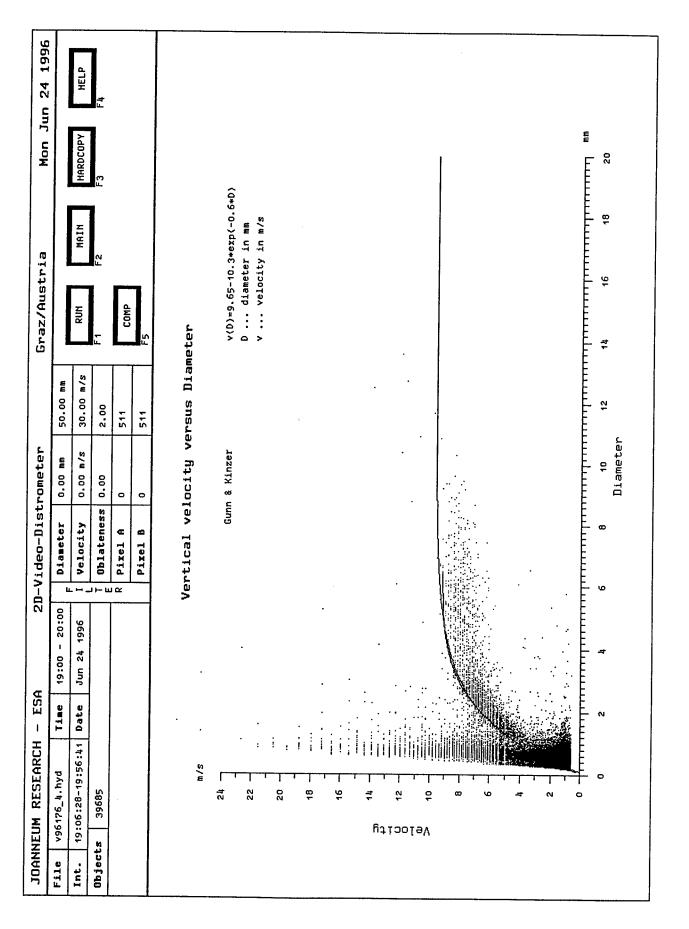
a) Rain Rate versus Time: The integration interval used for calculating the rainfall rate for this diagram is not a time interval, but a rainfall quantity. The diagram is updated each time a rainfall quantity of 0.1 mm is exceeded. The rainfall rate over the past 30 minutes, counted from the occurrence time of the most recent update, is represented.

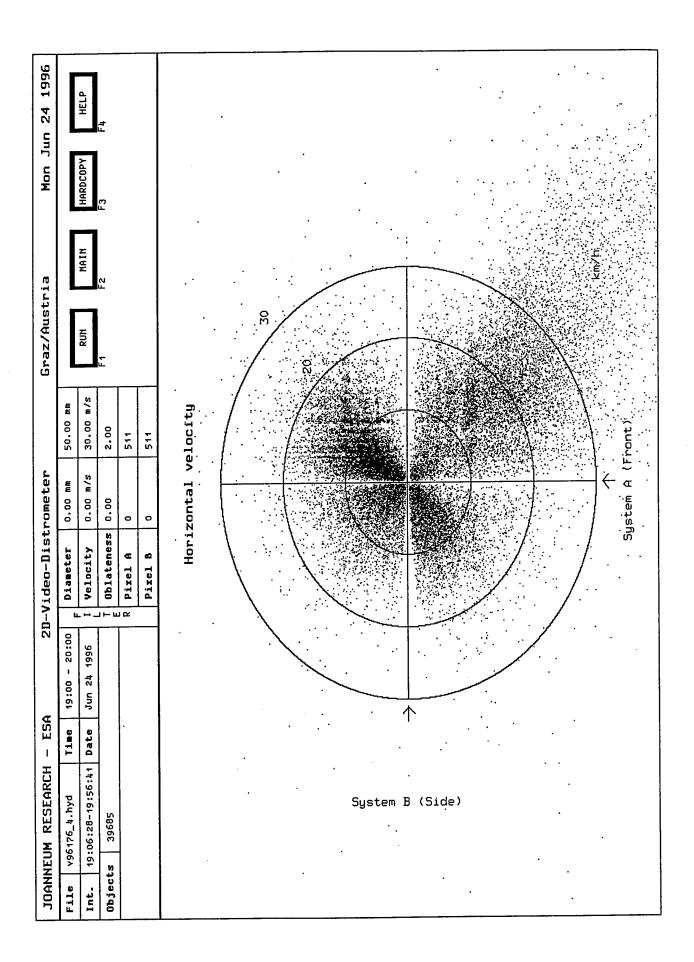
- b) <u>Drop Size Distribution:</u> The diagram is updated each time a rainfall quantity of 0.1 mm is exceeded. This rainfall quantity is used as an integration interval for calculating the DSD. The diameter class width can be set from 0.25 mm to .05mm.
- c) Vertical Velocity versus Diameter: This diagram shows hydrometer vertical fall velocity versus equivalent diameter. A dot is set for each hydrometer at the corresponding (diameter, velocity) position. The diagram is updated on each hydrometer. In Run-mode, this diagram is cleared whenever 0.1 mm of rainfall is exceeded.
- d) Horizontal Velocity: Horizontal velocity is derived from the difference between the center pixel position in the first line and the center pixel position in the last line of a particular drop's shadow area. This difference in center pixel positions is made visible by drawing a "drop axis" into the front/side view of a drop. This result is an approximation method to determine the drop's horizontal velocity. It should be pointed out that the horizontal velocity may be precisely calculated whenever the drop's views are divided into two identical halves. A dot is set for each hydrometer at the corresponding (velocity, direction) position.
- e) Oblateness versus Diameter: This diagram shows drop oblateness versus equivalent diameter. A pixel is set for each drop at the corresponding (diameter, oblateness) position. The diagram is updated on each drop. Oblateness is calculated by forming the geometric mean value of the two height/width ratios, which can be computed from drop front and drop side view.
- f) In addition to the above we can see each drop as it was scanned.

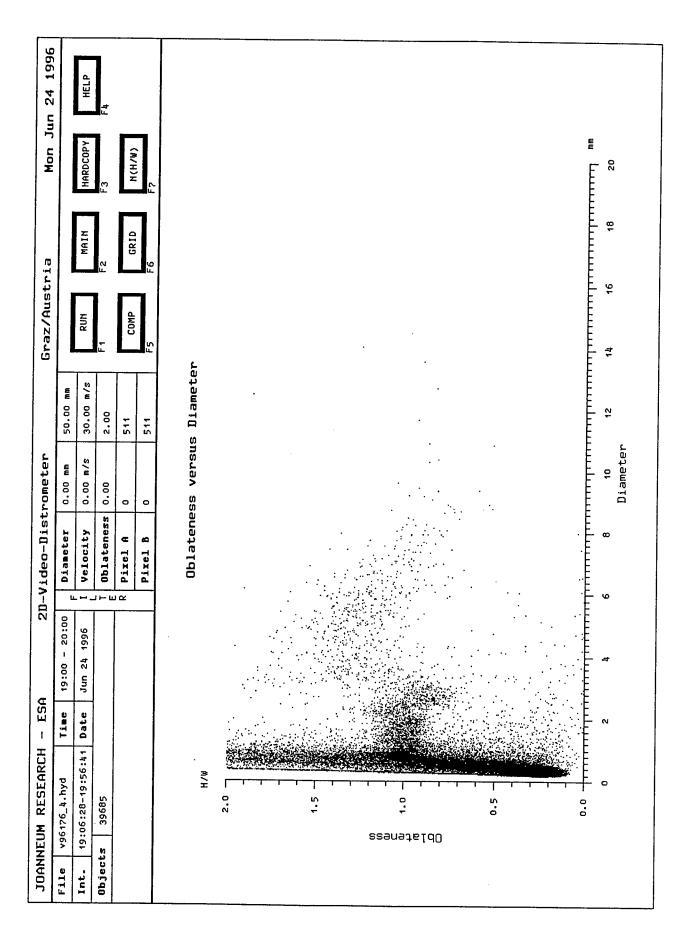


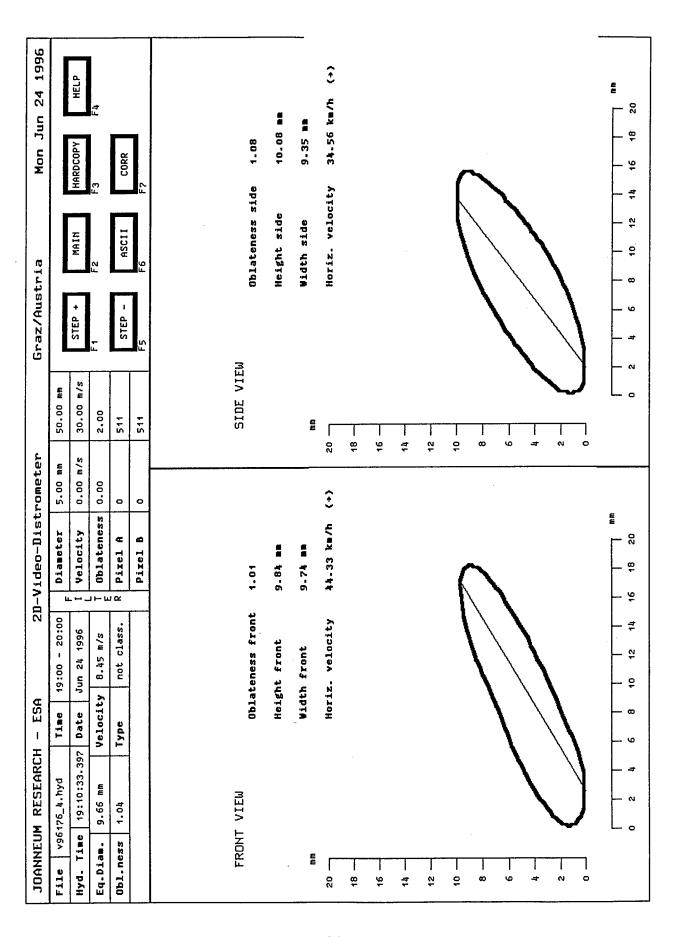












# **Calibration:**

Every morning before the van is taken out the Distrometer should be calibrated. There are a few steps which should be followed. These steps are outlined below:

#### Plane Alignment Program:

#### Purpose:

PLANE.EXE is a program supplied by Joanneum research to perform the fine adjustment of the optical measurement planes.

# **Principle of Measurement:**

Precision steel balls of 10.0 mm in diameter are dropped through the measuring area at a great number of different positions. The program records the front- and sideview of these objects and then evaluates the following time differences:

Object appears in camera A - Object disappears from camera A

Object appears in camera B - Object disappears from camera B

Object appears in camera A - Object disappears from camera B

Object appears in camera B - Object disappears from camera A

This results in a system of equations that allow to (very accurately) calculate the plane distance for each ball dropped in a particular position. As soon as enough measurement points are available to calculate reliable mean values, the program calculates the "best fit" plane-equation and displays the measured plane distance at 3

corners of the virtual measurement area. The user can then make corrective adjustments to the mechanical components.

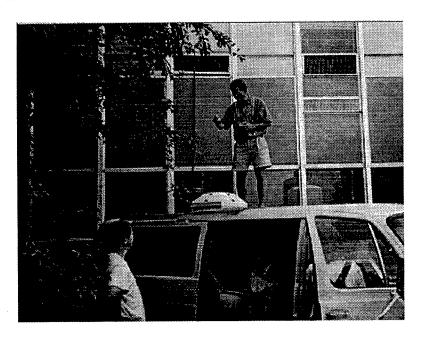
# How to use PLANE.EXE to measure plane distances:

At the OEU's command prompt type:

# plane

to start the program. The initialization routines are practically the same as the ones used in the data acquisition program *acquire*.

After initialization has completed, the screen will display a symbolic "top view" of the distrometer orifice. This is oriented "looking from camera A into the respective illumination device".



Picture 6: Dr. John Hubbert doing calibration

The program now prompts you to throw balls with the message:

Data acquisition running- Throw balls now.....

Drop 10 mm calibration balls into the measurement area. The fall height must not be too great. Ideally, drop the balls from approximately the height of the funnel rim (ie some 5 cm above the plane)

Now go on throwing balls keeping in mind the following:

- a) Try not to throw two or more balls at once.
- b) Try to distribute your hits evenly across the measurement area.
- c) Some of the balls will not appear on the screen (the first never shows up), this is because the program performs a number of integrity checks on the raw data and would rather discard a single measurement point than run the risk of using unreliable data.
- d) DO NOT LOOSE THE BALLS THEY ARE 10 US DOLLARS EACH.

Keep throwing the balls until prompted

Enough points -> press 'E' to evaluate...

Pressing the 'E' key will display the plane distance in millimeters at the three corners of the measurement field. A positive value means plane 'A' lies above plane 'B' which is the normal orientation.

# Fine adjusting plane distances:

Use *plane* to measure plane alignment as described above.

Use fine adjustment screws on the camera tilt table to correct plane distances:

- a) Use the long vertical screw to lift and lower the corresponding plane: Turning clockwise will lift the plane as a whole.
- b) Use the short horizontal screw to tilt the plane: Clockwise will lower the left and lift the right side of the plane.

c) The short horizontal screw will never be needed for adjustment.

Check plane alignment again using *plane*. If major mechanical adjustments have been made, it might be necessary to correct the raw video height. Refer to the manual attached.

Repeat the above procedure until average plane distance is:

6.2mm +/- 0.1mm

Put the exact value in the acquire.par file by editing it using the 'b' editor.

# APPENDIX A PROCESSED DATA GRAPHS

Date:

June 10, 1996

Julian Day:

162

Time:

13:39-13:54

Average Rain Rate:

14.22mm\hr

Total Rainfall:

3.79mm

Location:

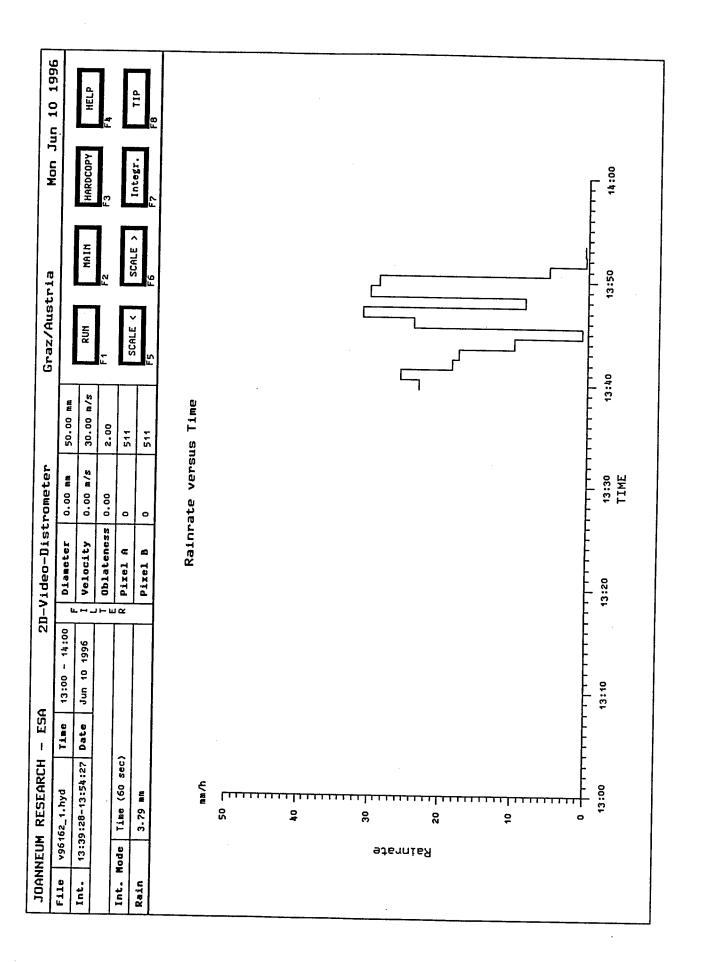
County road 50 & frontage road

Facing east

Contents:

Easterly wind

Large drops
Water covered ice particles
13:47-13:51: small hail



June 12, 1996

Julian Day:

164

Event:

1

Time:

18:49-18:56

Average Rain Rate:

1.76mm\hr

Total Rainfall:

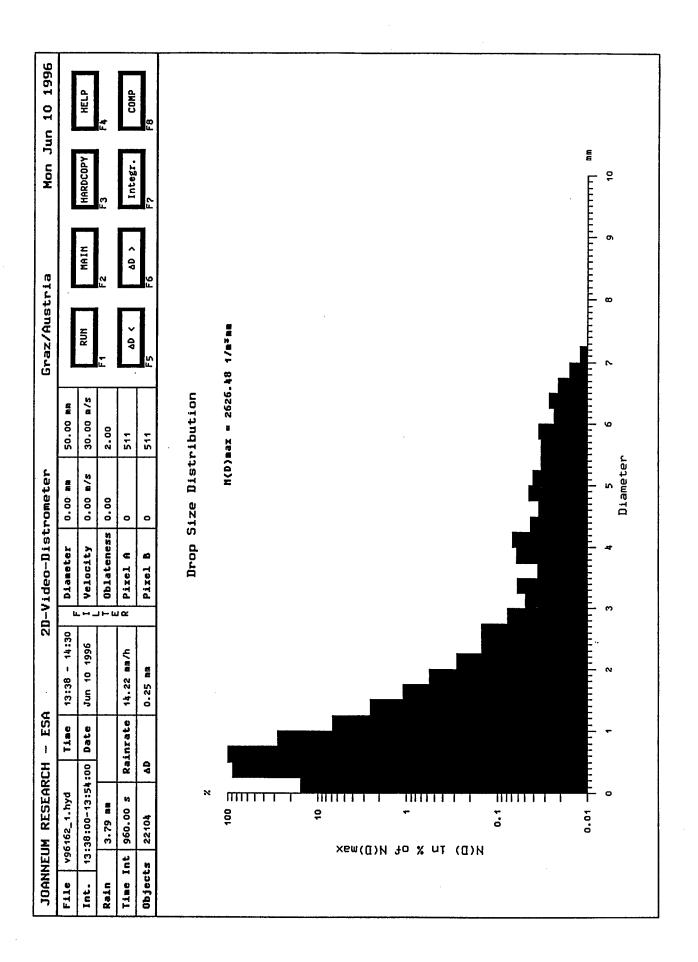
.21mm

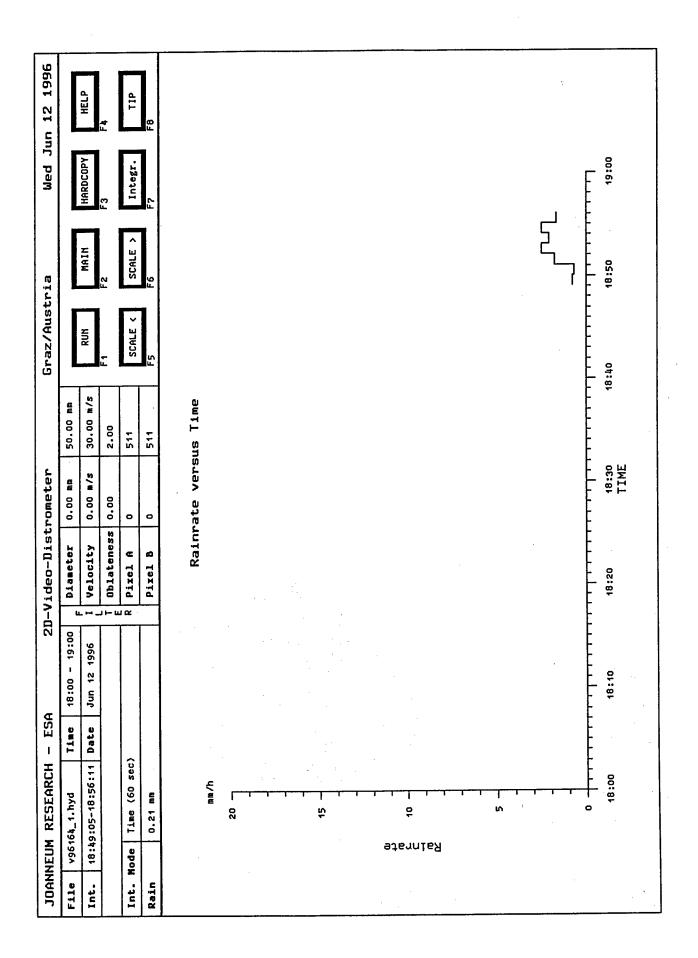
Location:

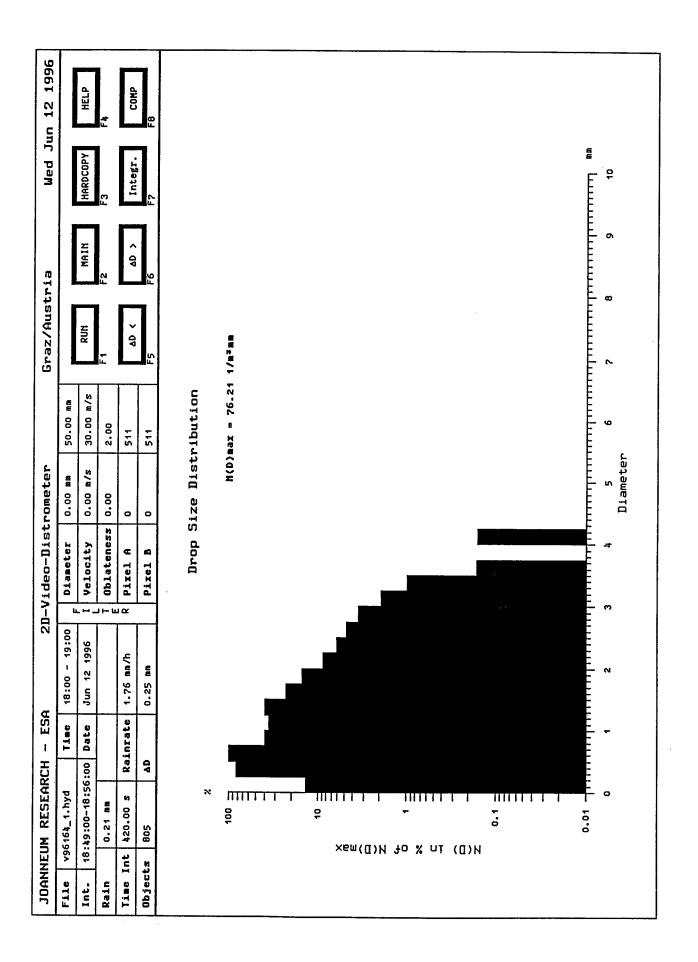
Highway 34 and County road 47

Contents:

light to moderate rain







Date: June 14, 1996

Julian Day: 166

Event: 1

Time: 17:23-17:35

Average Rain Rate: 28.11mm\hr

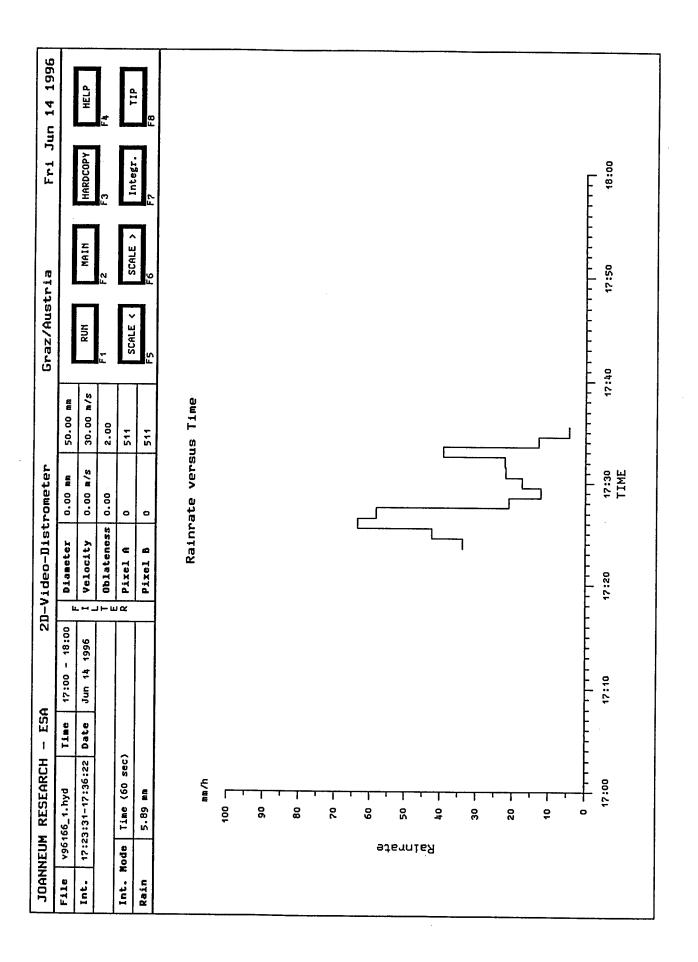
Total Rainfall: 5.86mm

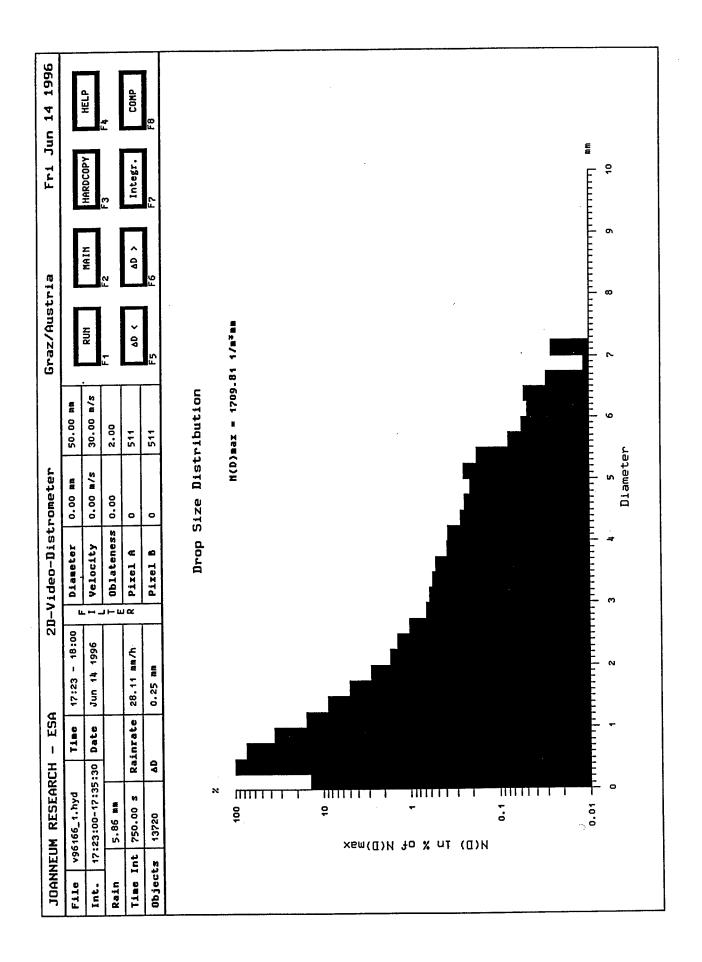
Location: Lat.- 40:34:47

Lon.- 104:36:03

Contents: Little wind

Large drops





June 15, 1996

Julian Day:

167

Event:

1

Time:

14:15-14:40

Average Rain Rate:

.56mm\hr

Total Rainfall:

.23mm

Location:

John Hubbert's driveway

Lat.- 40:29:51 Lon.- 105:03:35

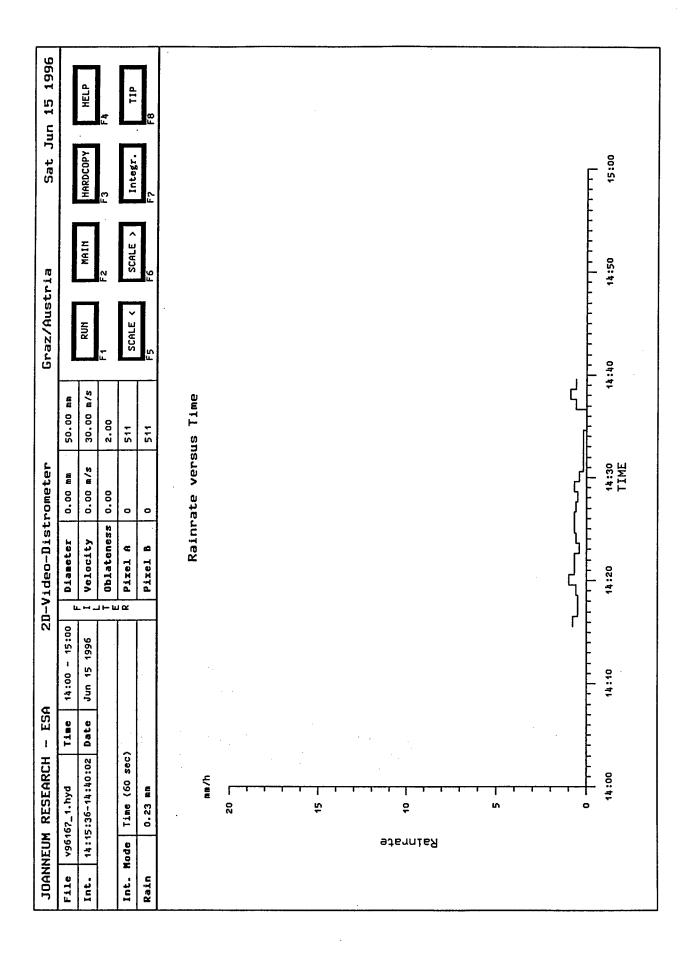
2011. 100.001.

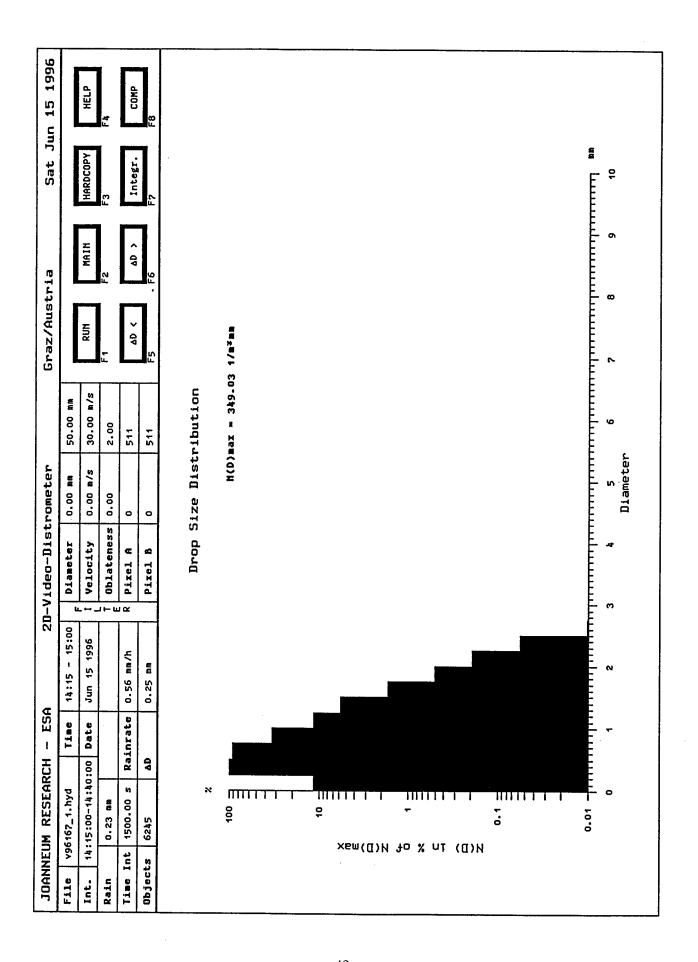
Contents:

Light rain

Good distribution

Van scans





June 20, 1996

Julian Day:

172

Event:

1

Time:

19:10-19:17

Average Rain Rate:

.62mm\hr

Total Rainfall:

.07mm

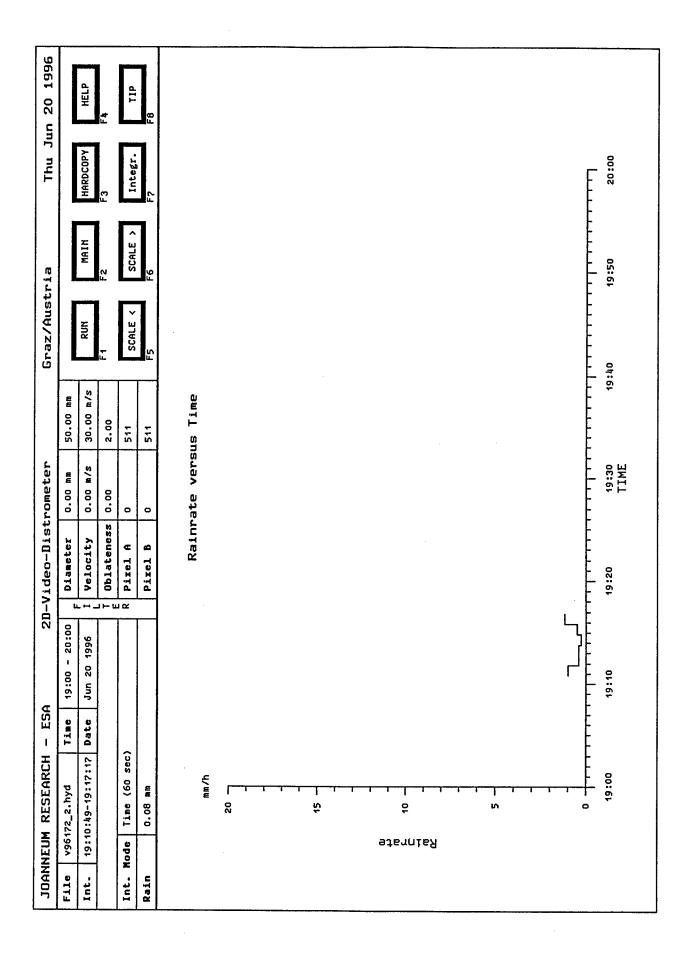
Location:

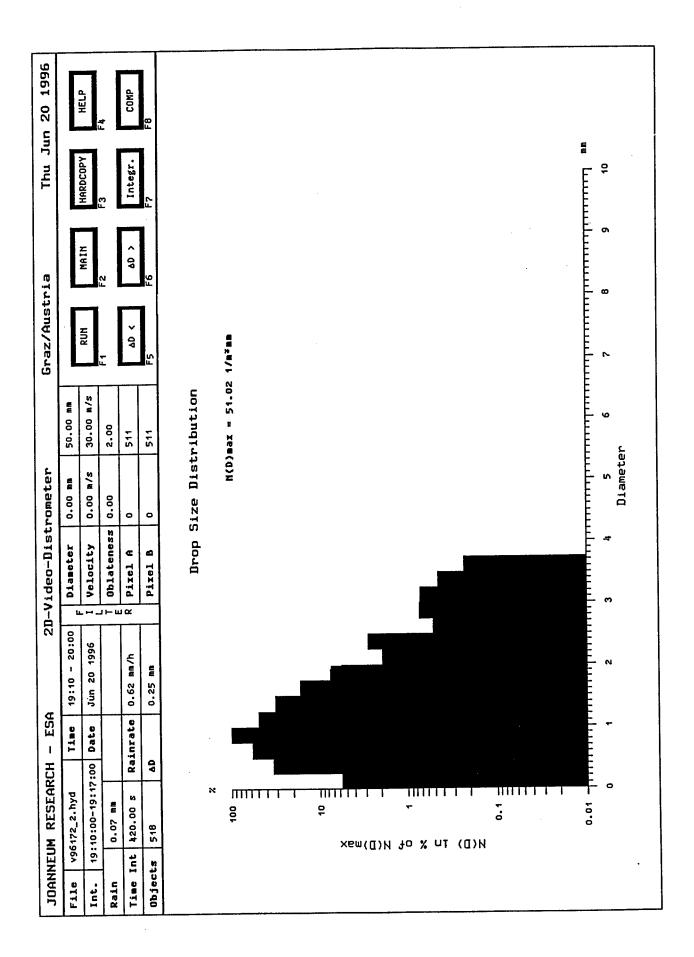
County road 49 & 22 Lat.- 40:10:29

Lat.- 40:10:29 Lon.-104:36:10

Contents:

Light rain





June 20, 1996

Julian Day:

172

Event:

2

Time:

20:05-20:14

Average Rain Rate:

18.36mm\hr

Total Rainfall:

2.75mm

Location:

County road 74 & highway 392

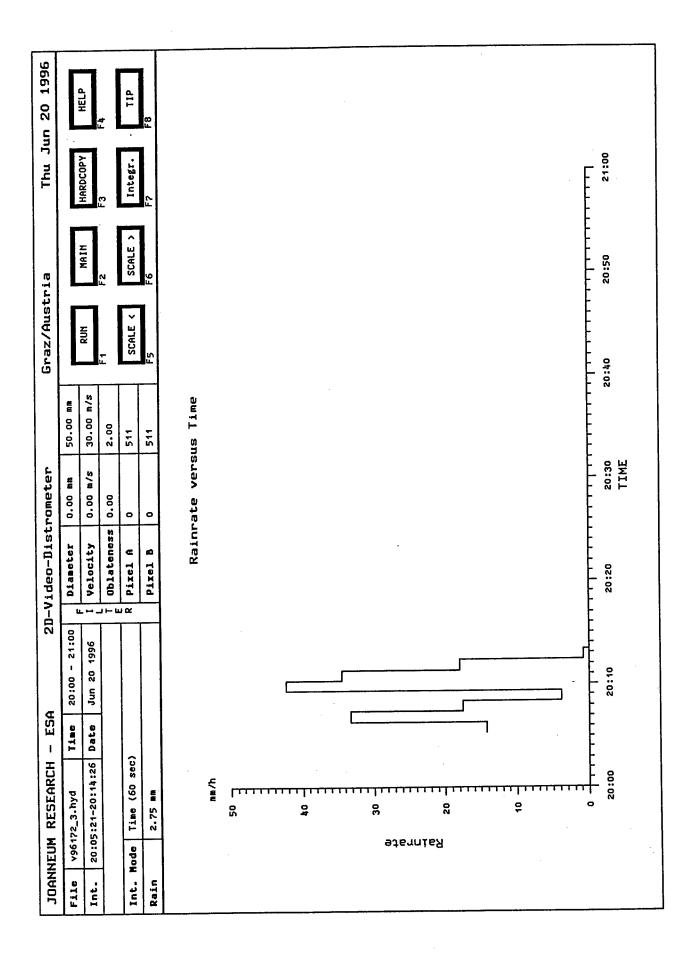
Lat.- 40:31:22

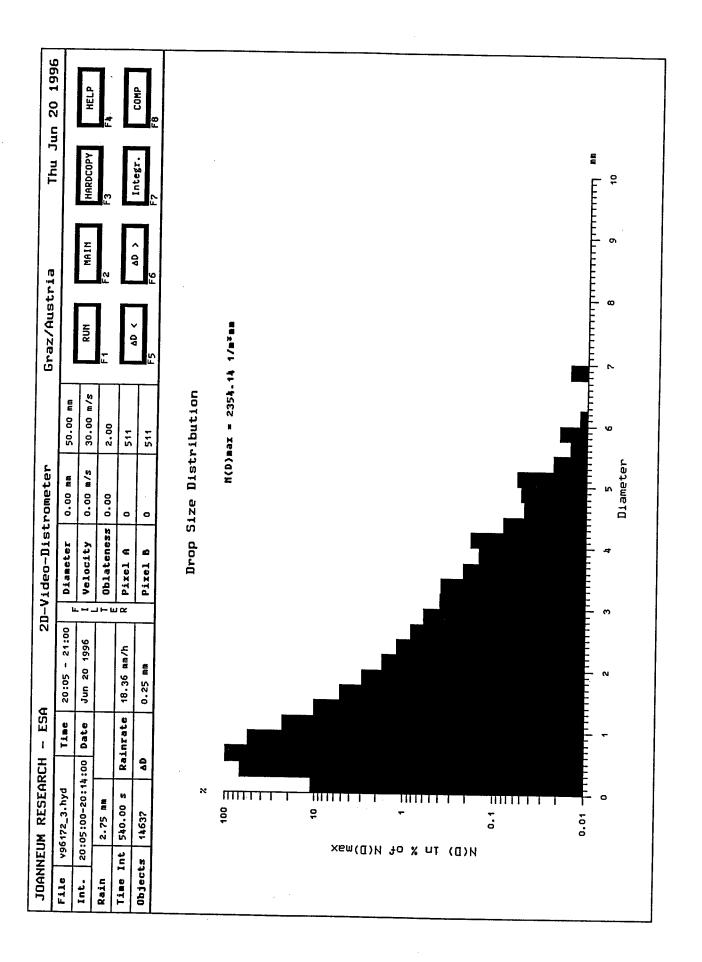
Lon.-104:24:50

Contents:

Heavy rain

No hail





June 20, 1996

Julian Day:

172

Event:

3

Time:

20:34-20:44

Average Rain Rate:

62.63mm\hr

**Total Rainfall:** 

11.36mm

Location:

highway 14 & 392 Lat.- 40:31:22 Lon.-104:24:50

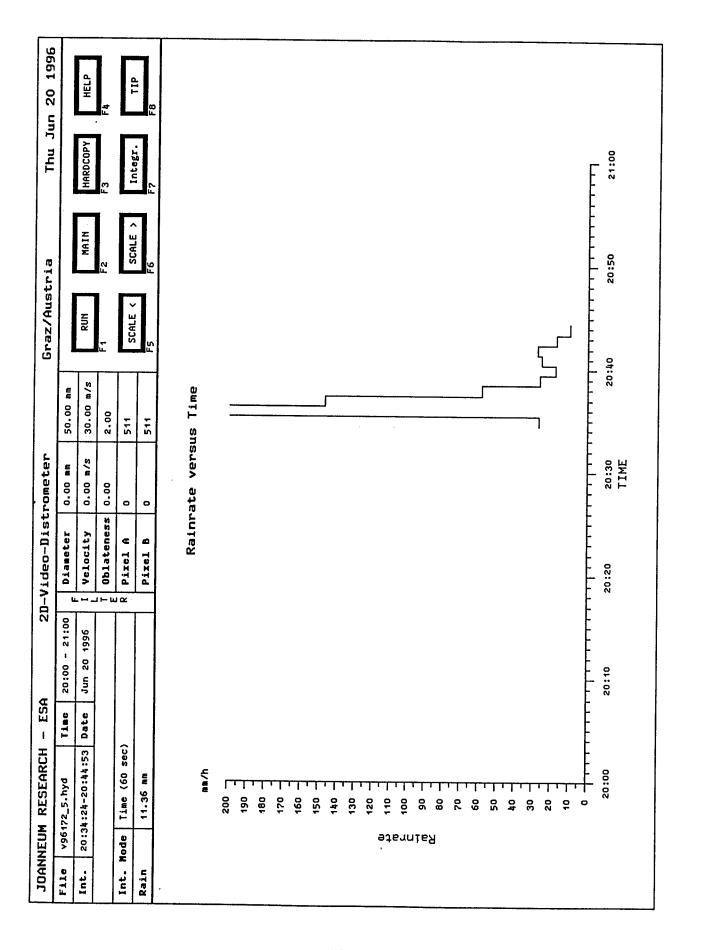
Contents:

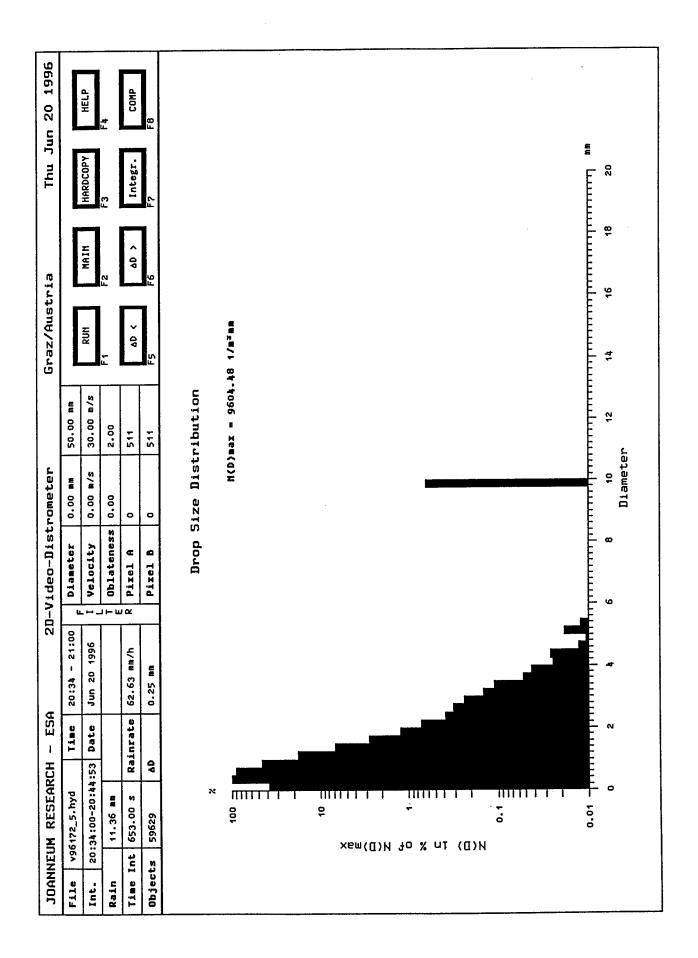
Heavy rain and hail

Pea-sized and marble-sized hail

Zero visibility

Note: File v96172\_4.hyd is only two minutes long and was not included Note: File v96172\_6.hyd is very short and small also and was not included...





June 21, 1996

Julian Day:

173

Event:

1

Time:

15:12-15:24

Average Rain Rate:

5.75mm\hr

Total Rainfall:

1.17mm

Location:

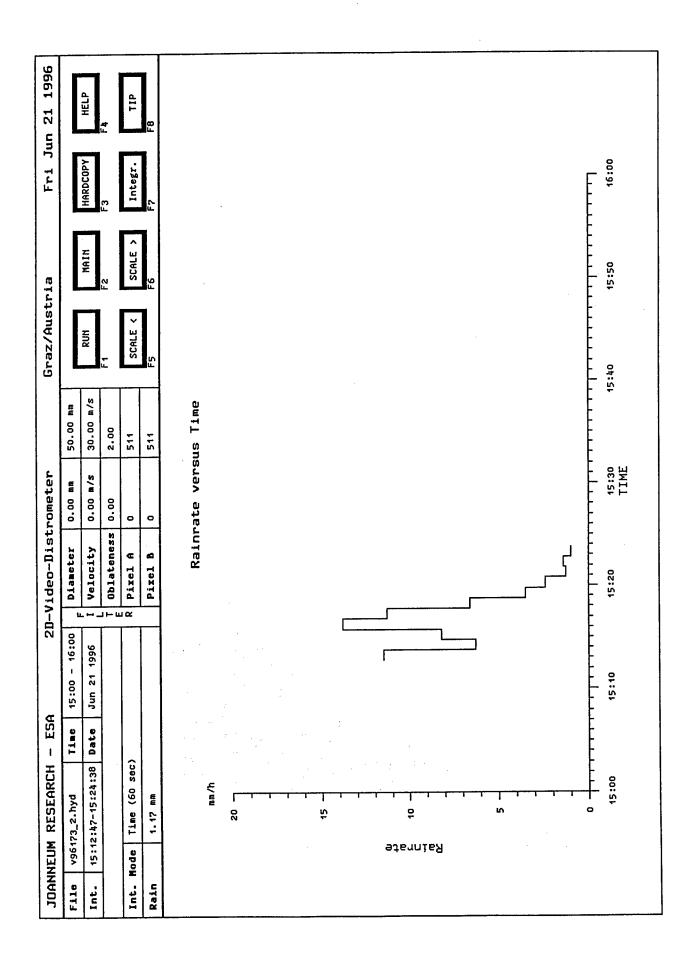
County road 43 & highway 14

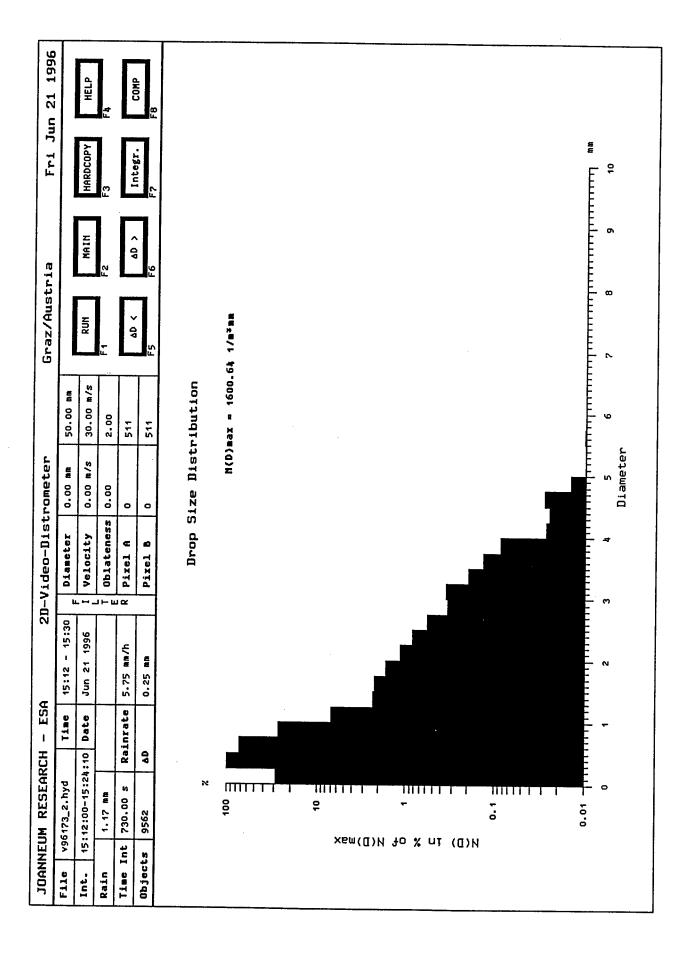
Lat.- 40:34:39

Lon.-104:39:30

Contents:

Moderate rain





June 21, 1996

Julian Day:

173

Event:

2

Time:

15:41-15:50

Average Rain Rate:

8.22mm\hr

Total Rainfall:

1.3mm

Location:

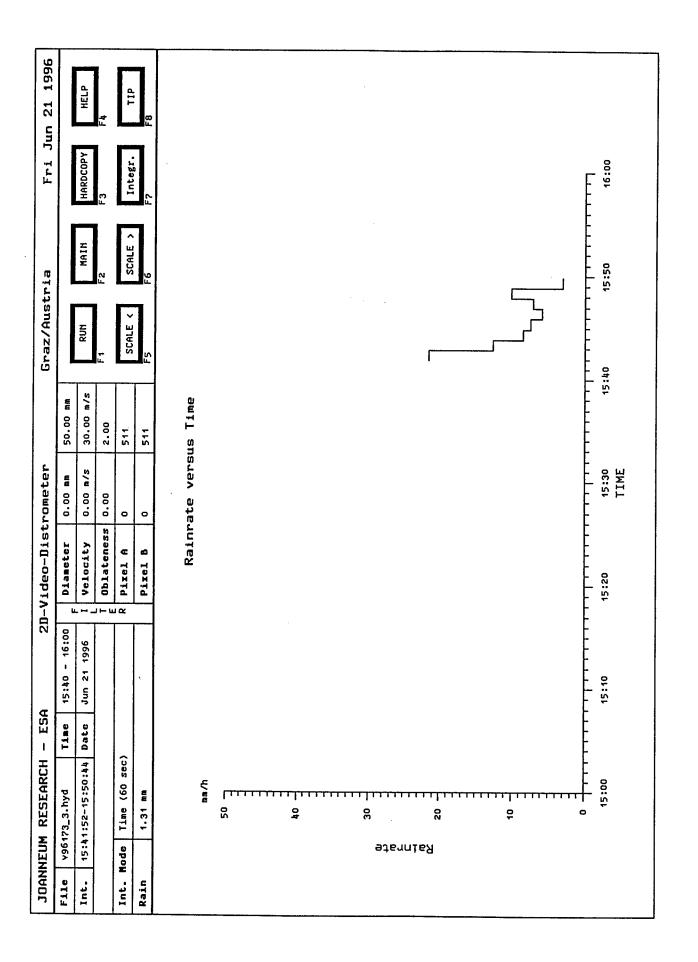
County road 43 & 76

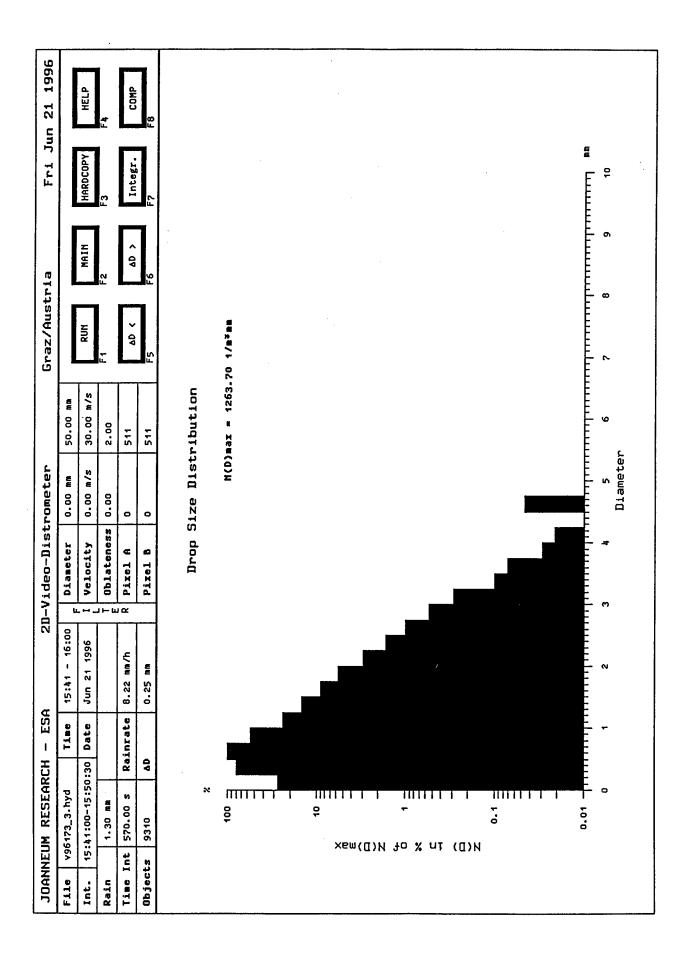
Lat.- 40:31:22

Lon.-104:34:32

Contents:

Light rain





June 21, 1996

Julian Day:

173

Event:

3

Time:

16:18-16:27

Average Rain Rate:

21.91mm\hr

Total Rainfall:

2.92mm

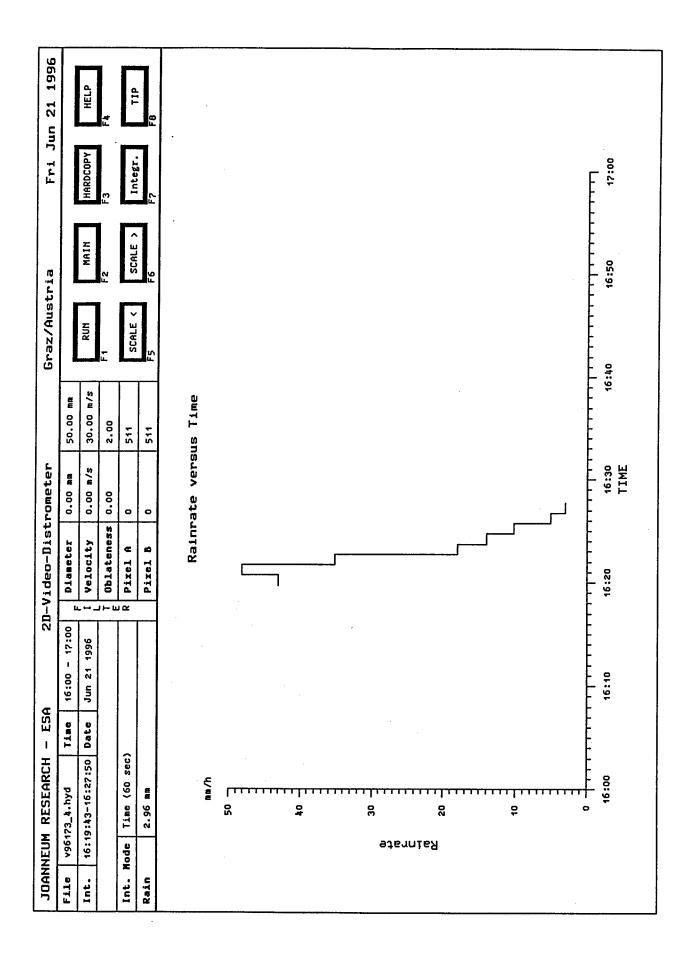
Location:

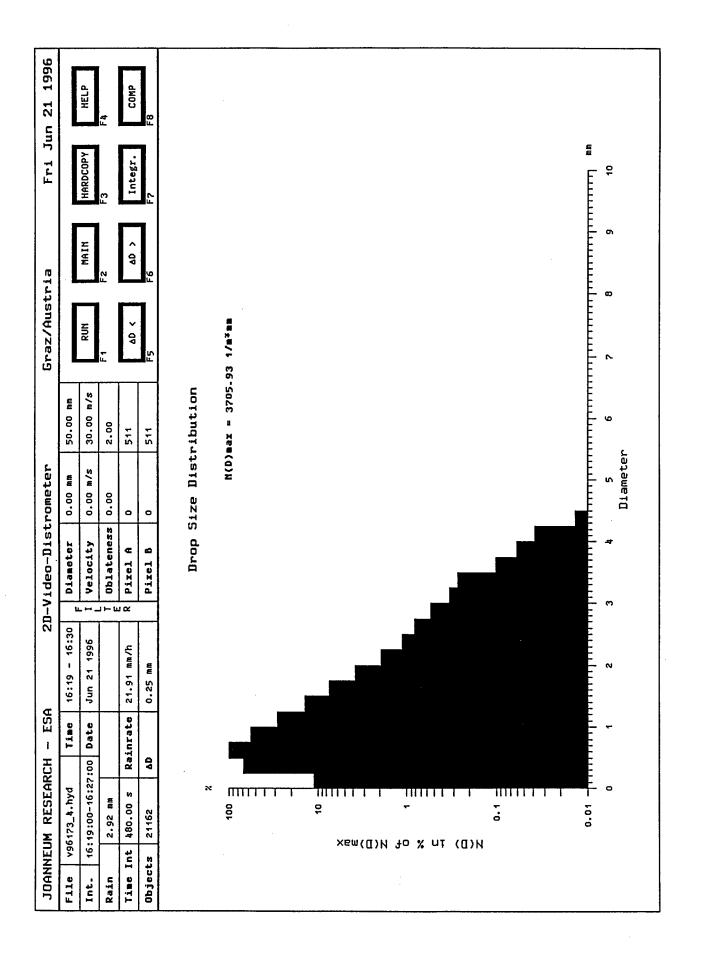
Lat.- 40:18:37

Lon.-104:22:39

Contents:

Moderate to heavy rain





June 24, 1996

Julian Day: 176

Event: 1

Time: 17:03-17:12

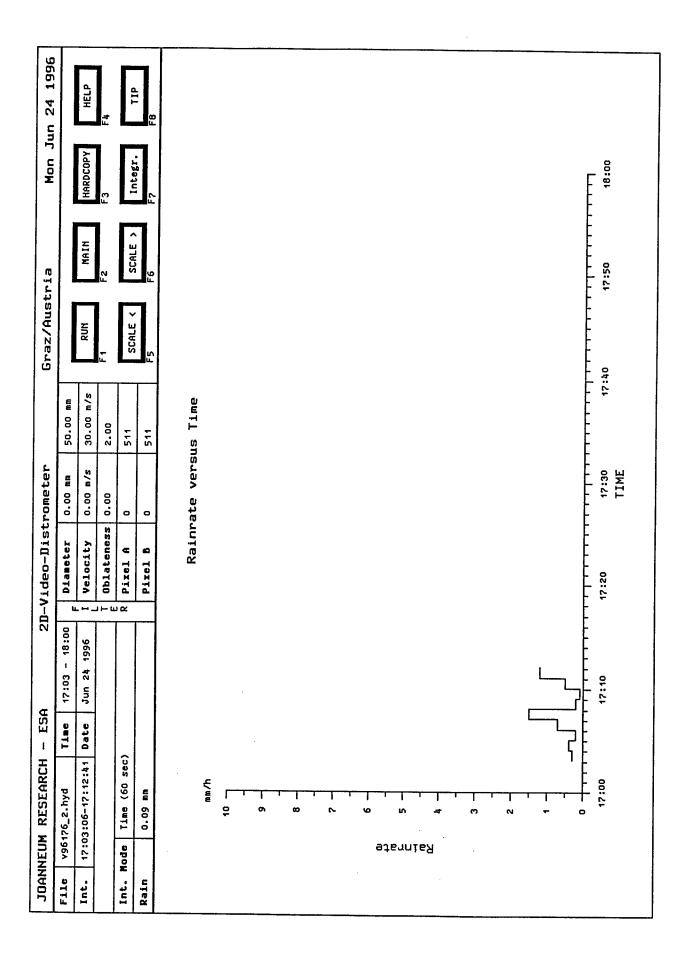
Average Rain Rate: .58mm\hr

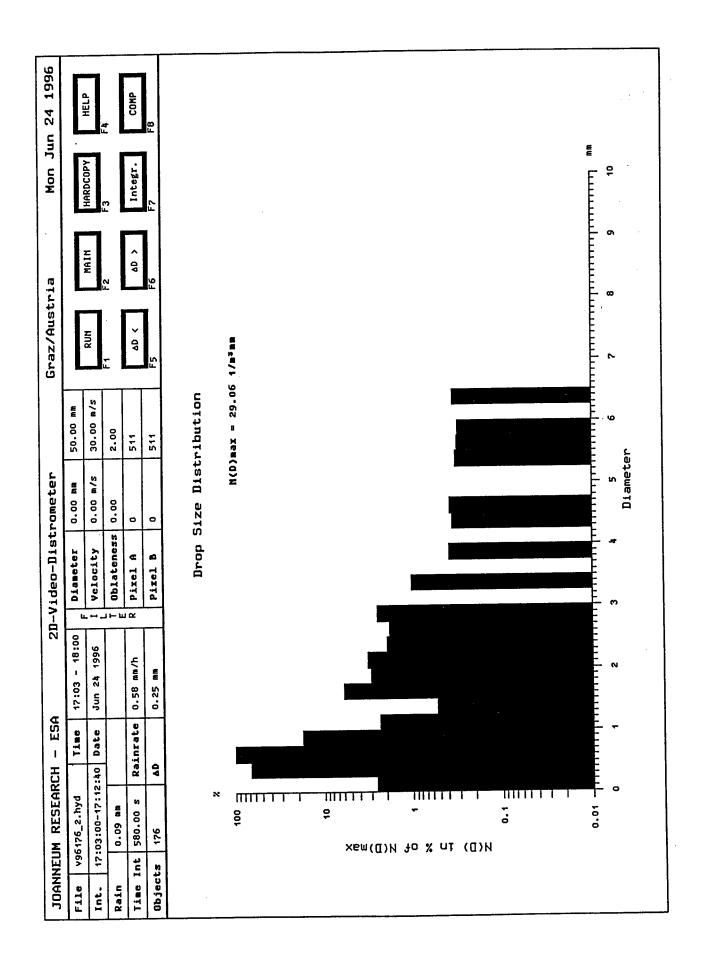
Total Rainfall: .09mm

Location: Lat.- 40:17:39

Lon.-104:18:33

Contents: Almost no rain





June 24, 1996

Julian Day:

176

Event:

2

Time:

18:23-18:38

Average Rain Rate:

3.27mm\hr

Total Rainfall:

.84mm

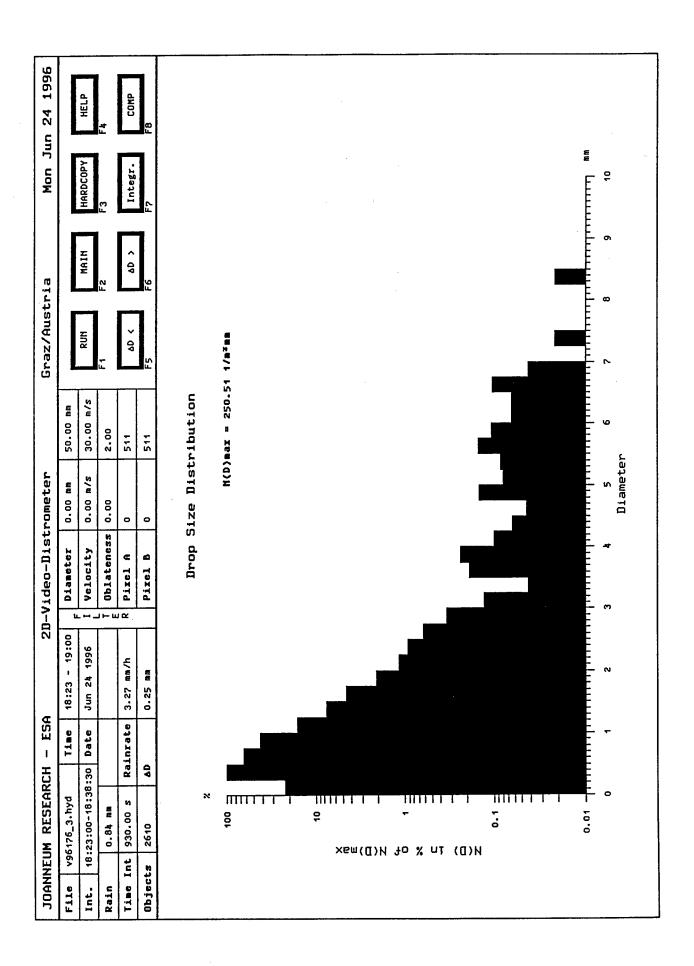
Location:

Lat.- 40:19:35

Lon.-104:33:52

Contents:

Light rain



June 24, 1996

Julian Day:

176

Event:

3

Time:

19:06-19:56

Average Rain Rate:

11.75mm\hr

Total Rainfall:

9.79mm

Location:

Lat.- 40:17:08 Lon.-104:33:55 Facing east

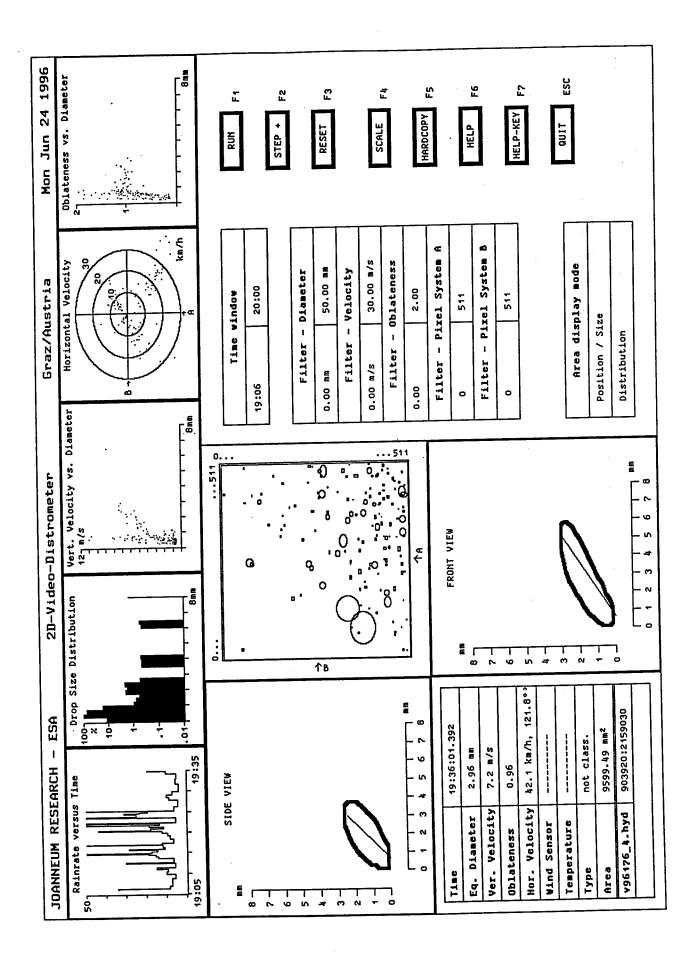
Contents:

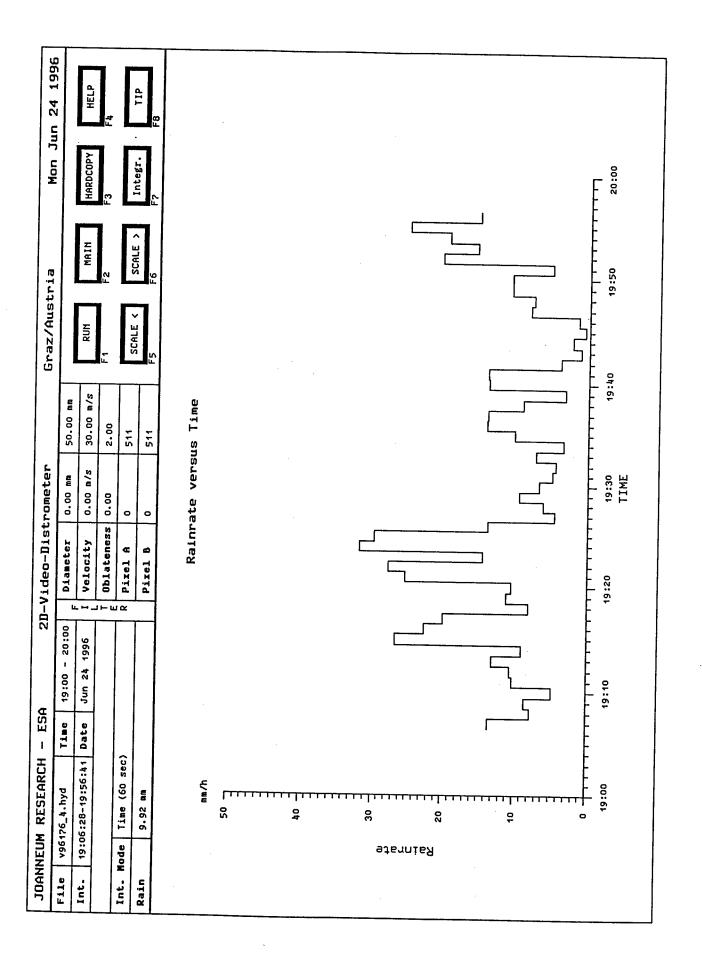
A lot of hail in the first twenty minutes

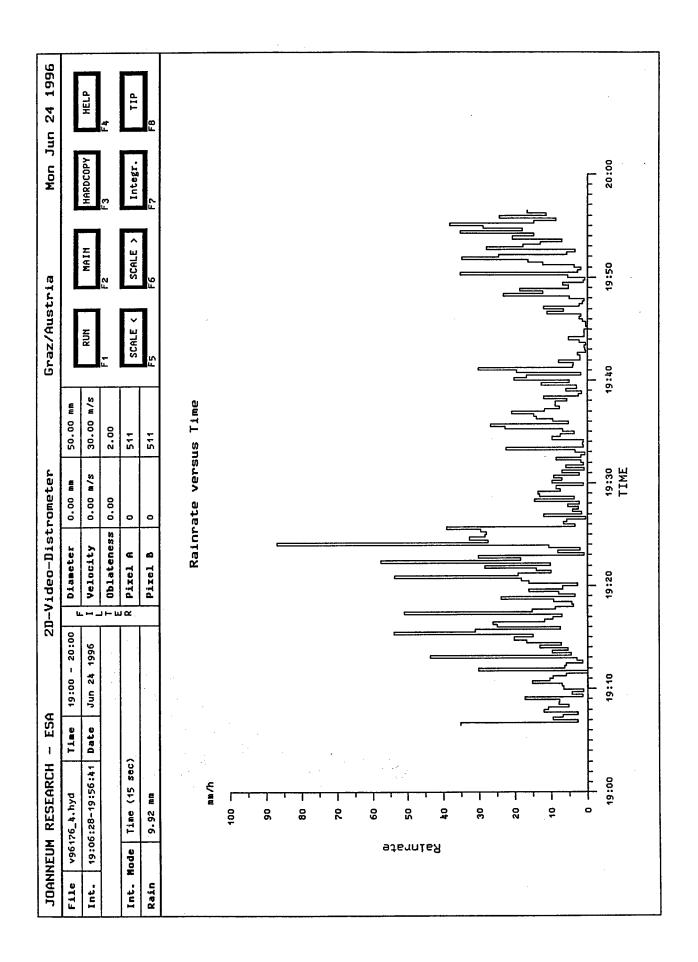
pea and marble sized hail

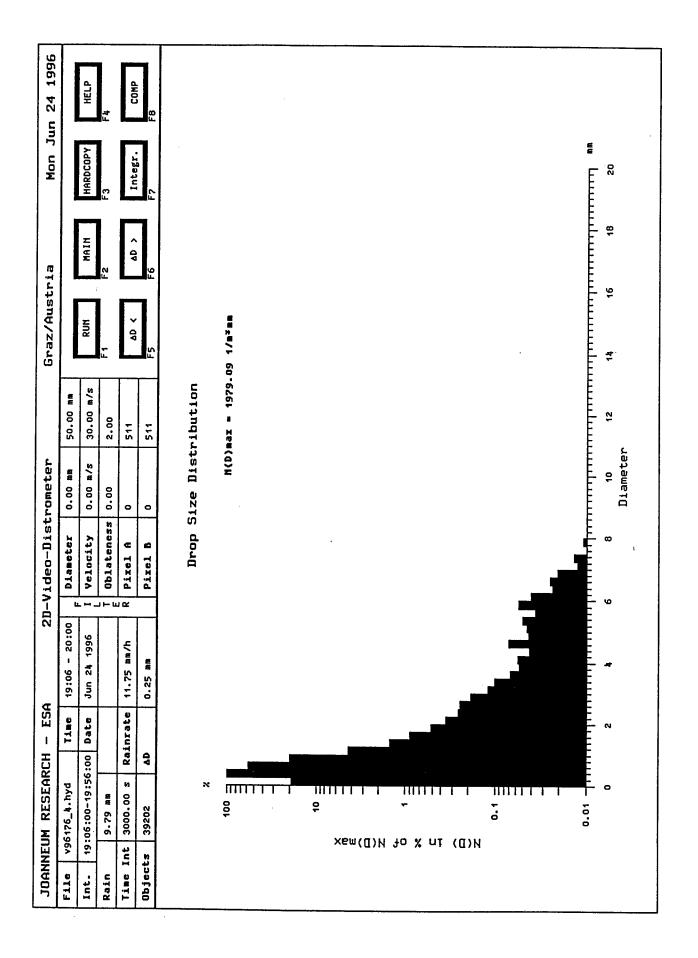
Heavy rains

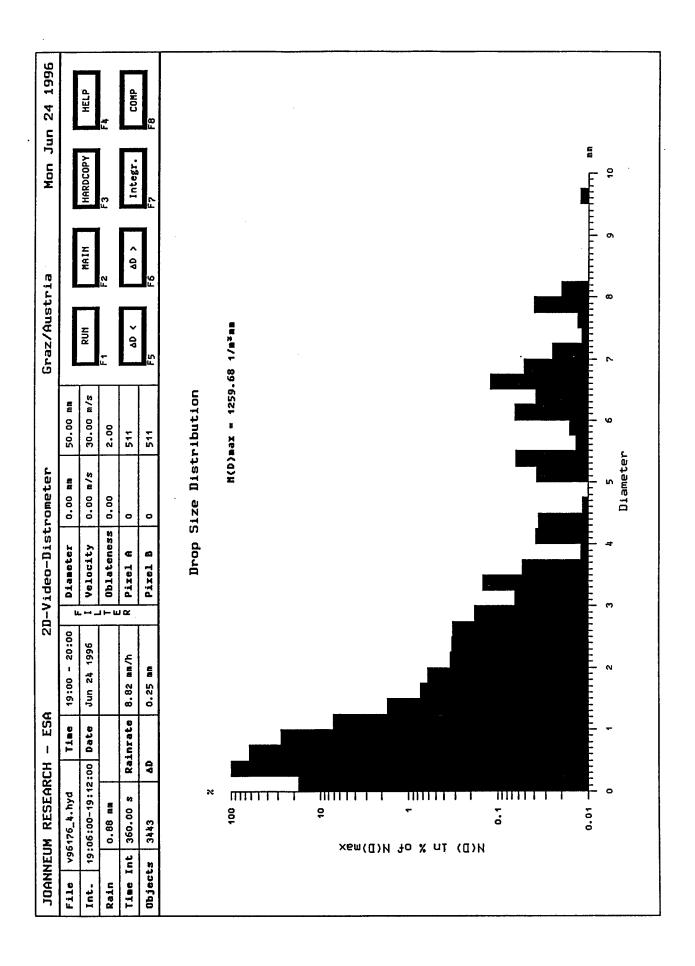
Southeasterly winds Some van scans

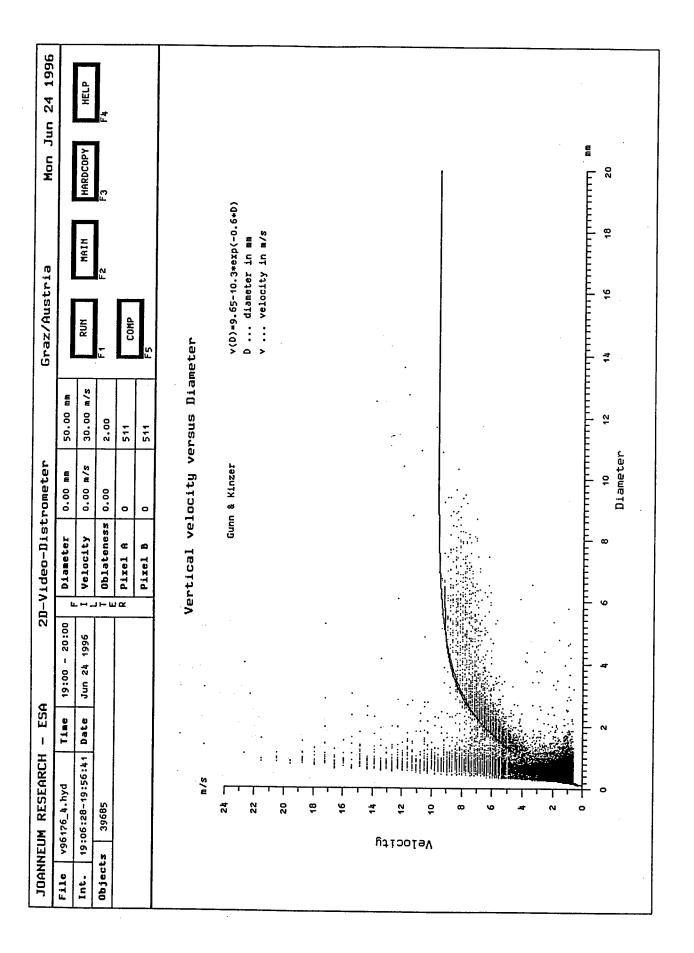


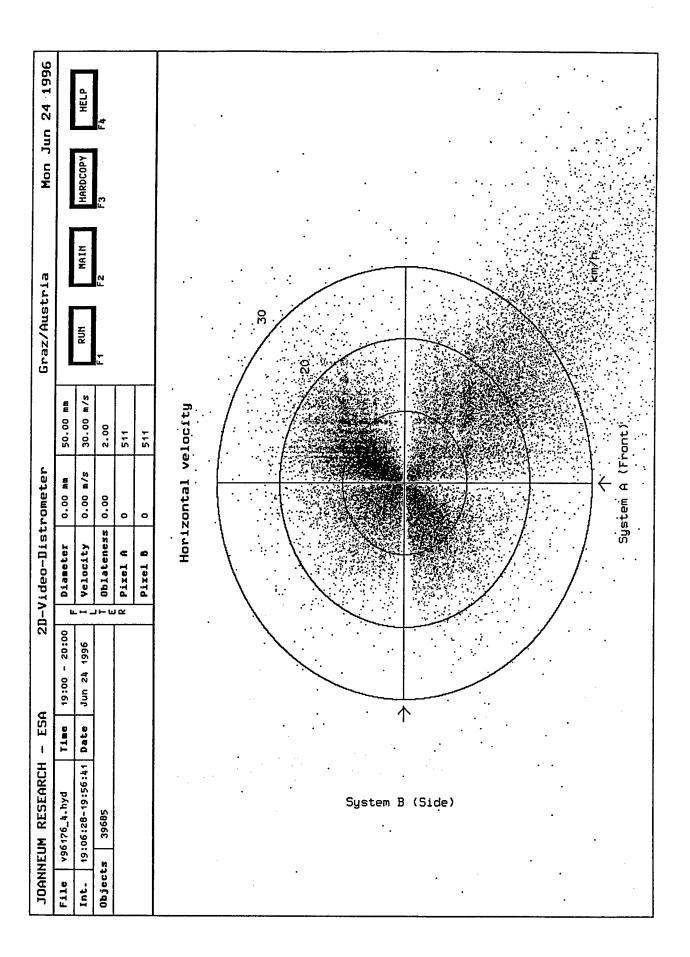


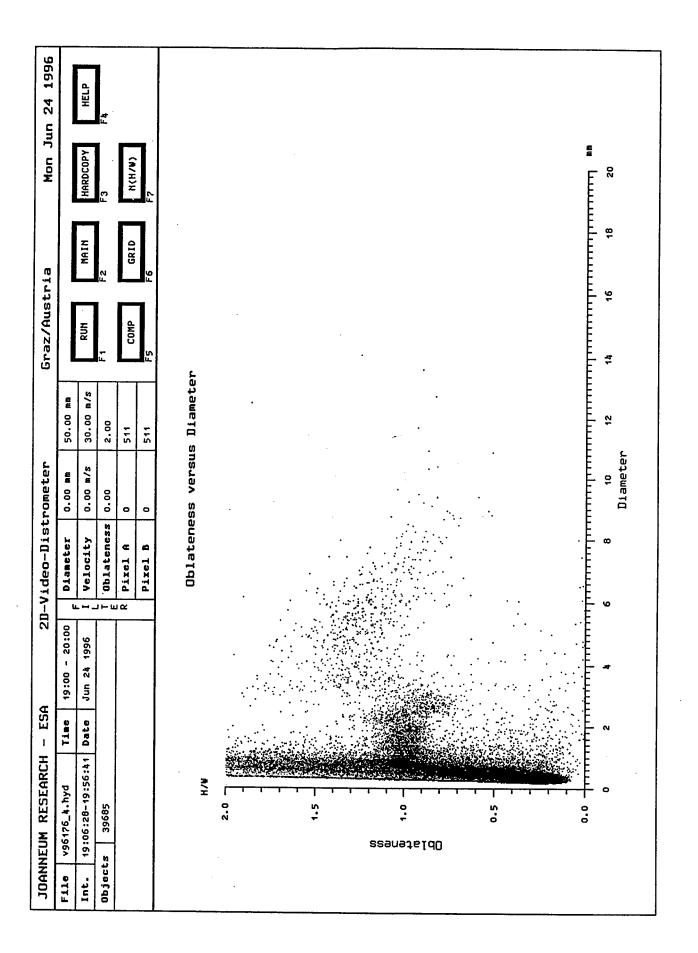


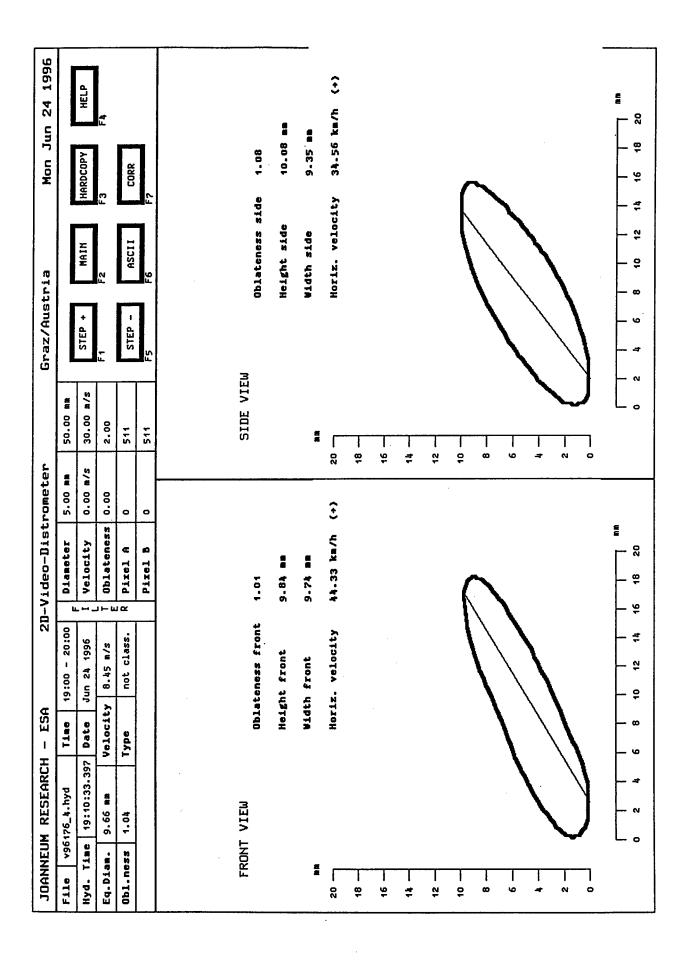


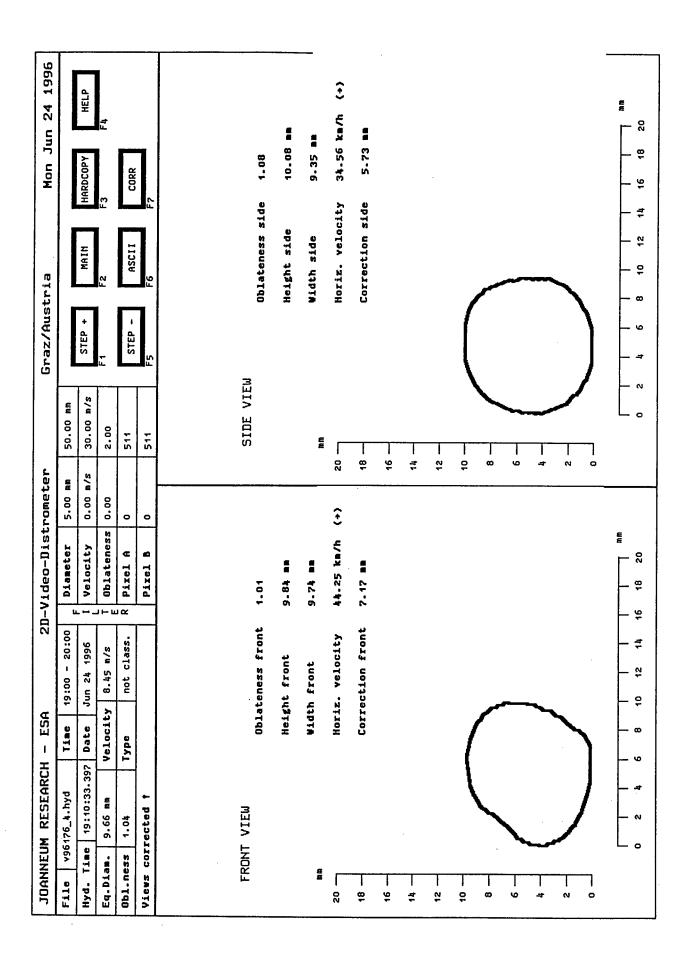












June 28, 1996

Julian Day:

180

Event:

1

Time:

15:26-15:35

Average Rain Rate:

13.86mm\hr

Total Rainfall:

2.08mm

Location:

I-25 & highway 34

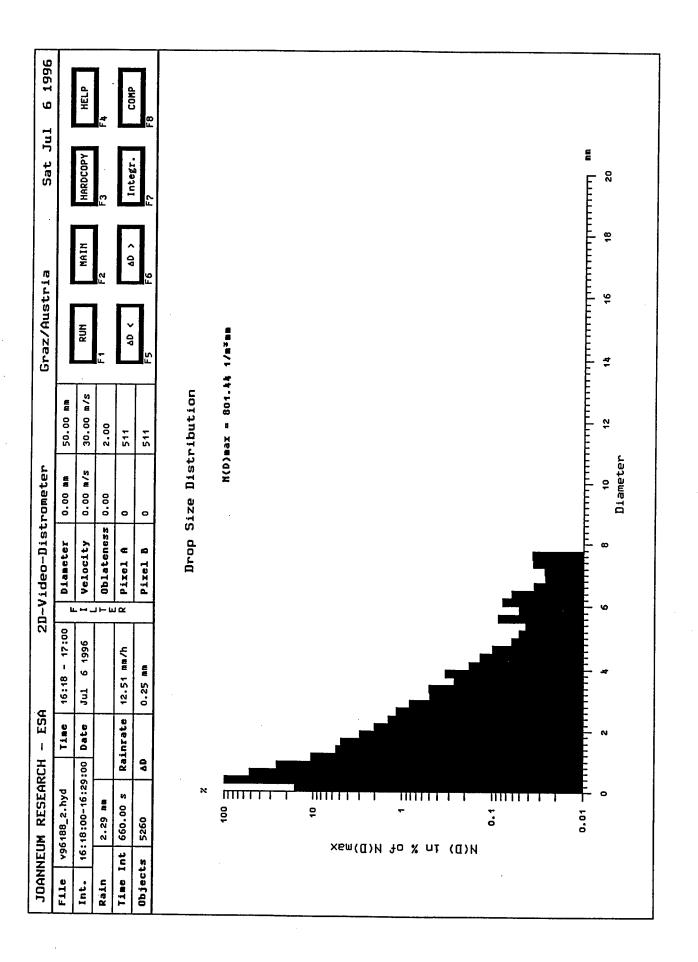
Lat.- 40:24:25

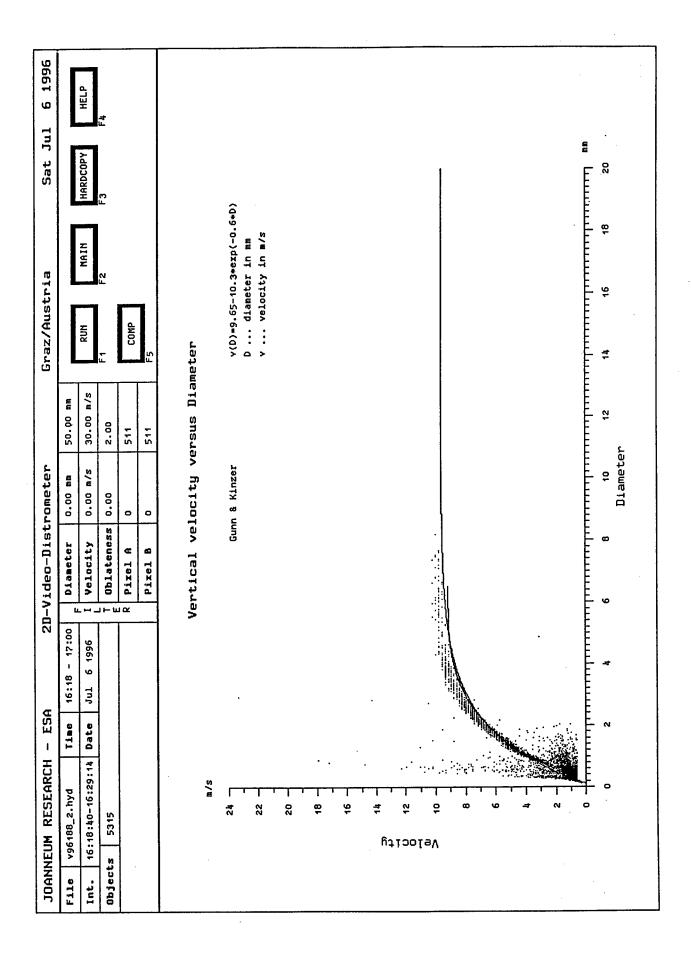
Lon.-104:59:47

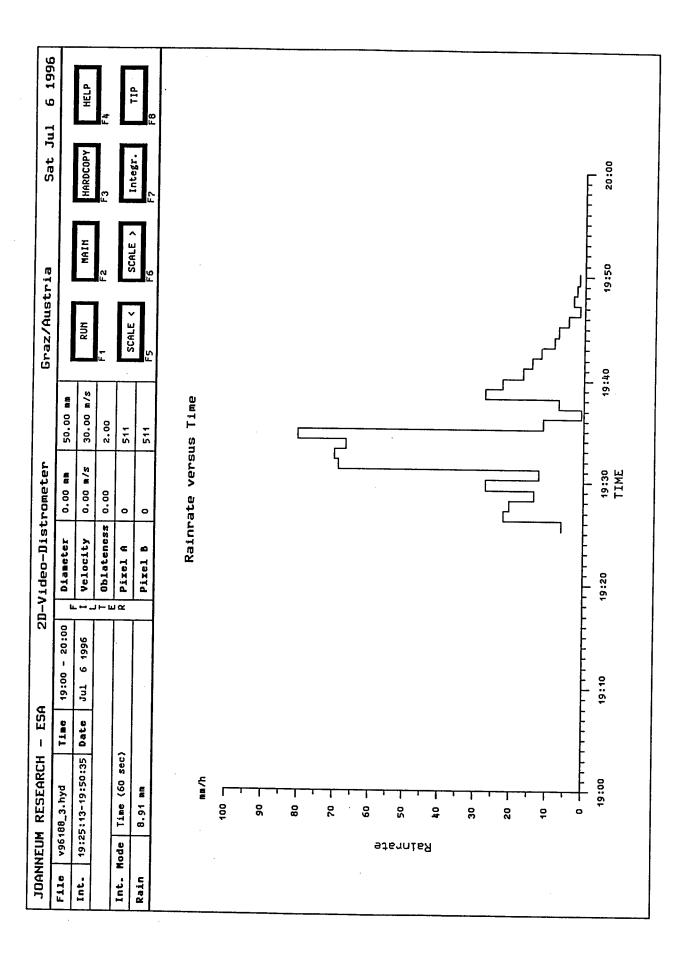
Contents:

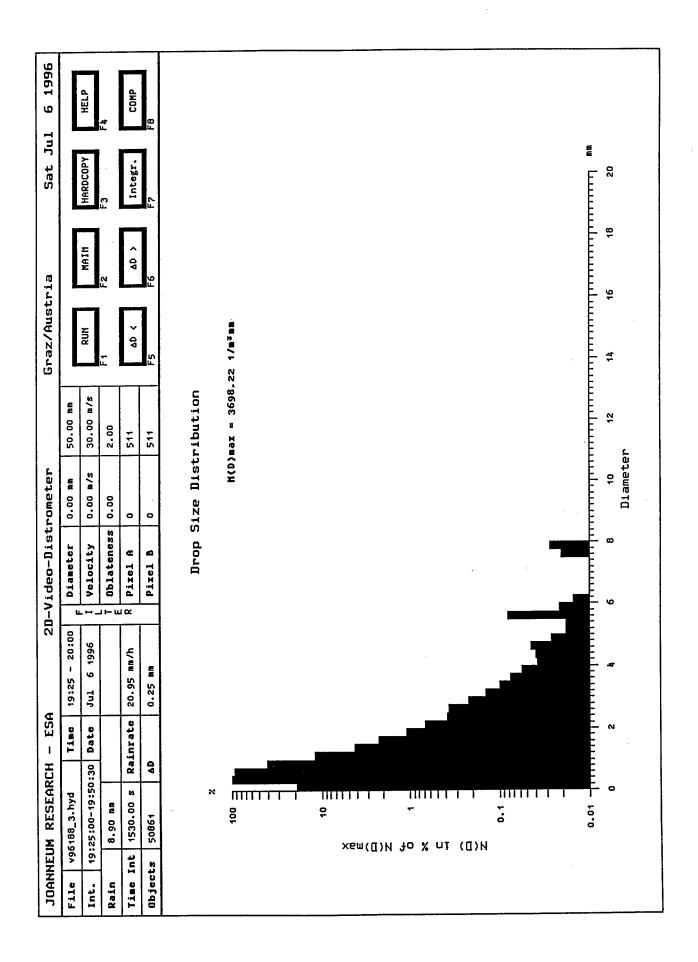
Moderate rain

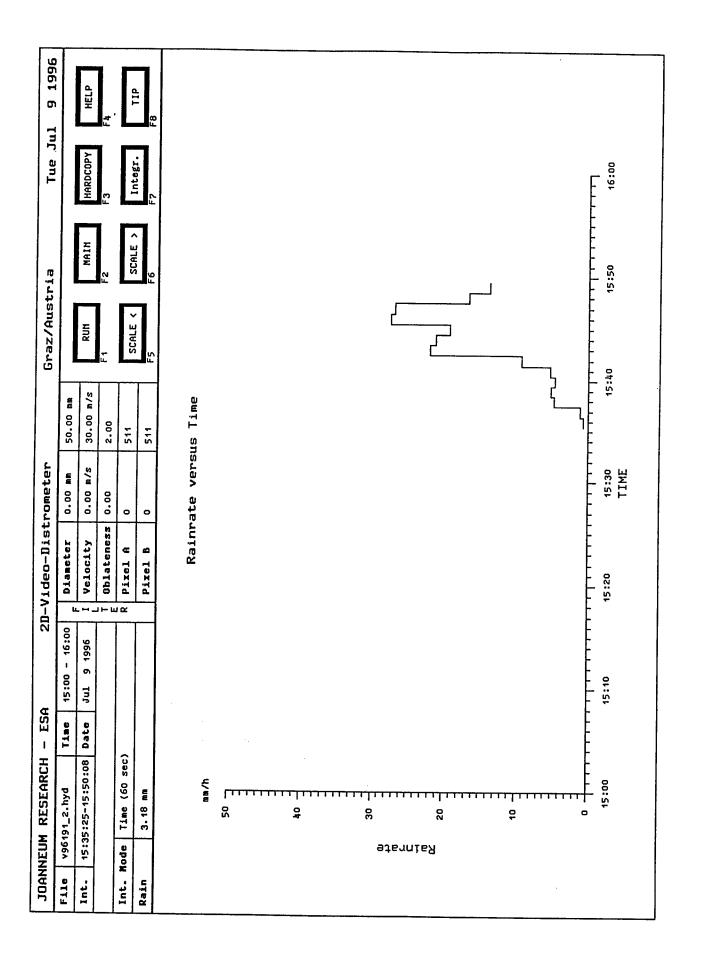
No large drops











July 9, 1996

Julian Day:

191

Event:

2

Time:

18:35-19:05

Average Rain Rate:

13.62mm\hr

Total Rainfall:

6.13mm

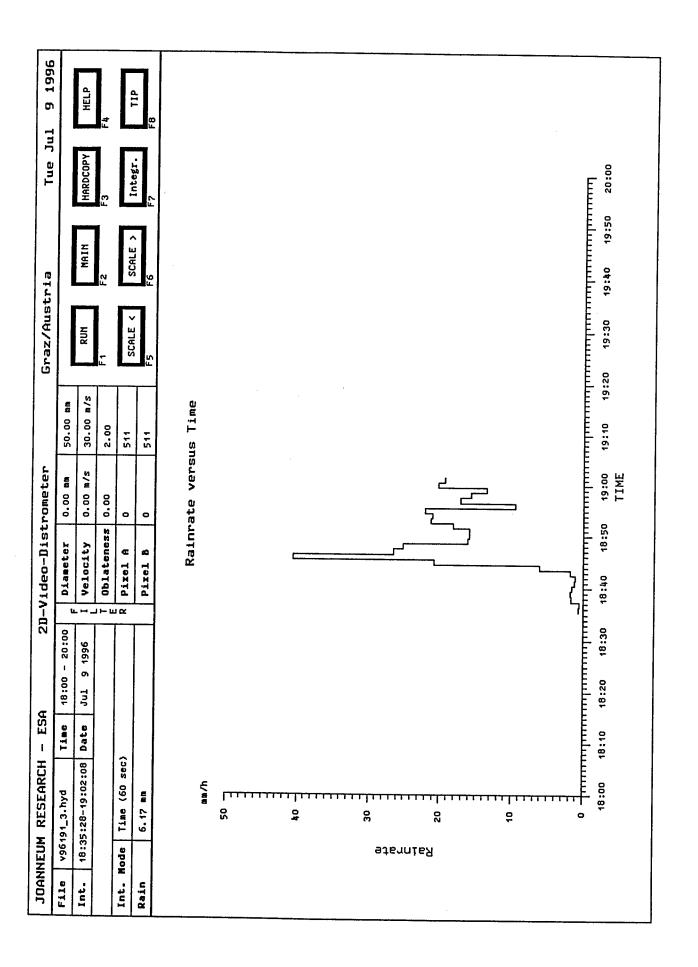
Location:

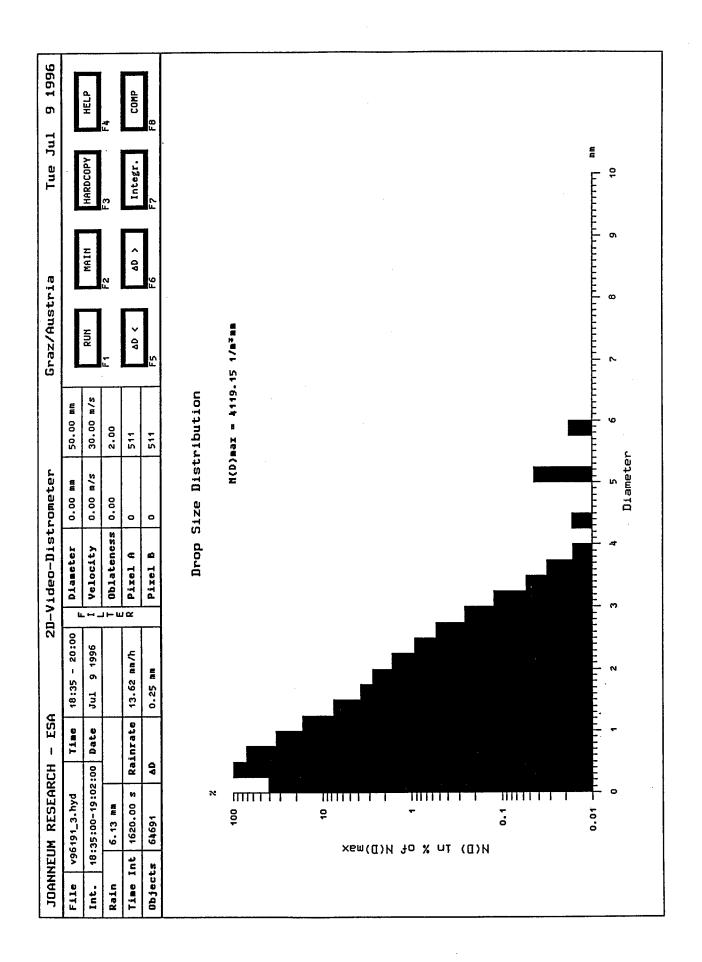
Lat.- 40:29:39 Lon.-104:59:58

Contents:

Light drizzle

18:43- moderate rain with large drops
18:45- heavy rain with very large drops





July 13, 1996

Julian Day:

195

Event:

1

Time:

14:27-14:50

Average Rain Rate:

22.7mm\hr

Total Rainfall:

8.7mm

Location:

Lat.- 40:42:42 Lon.-104:55:32 Facing east

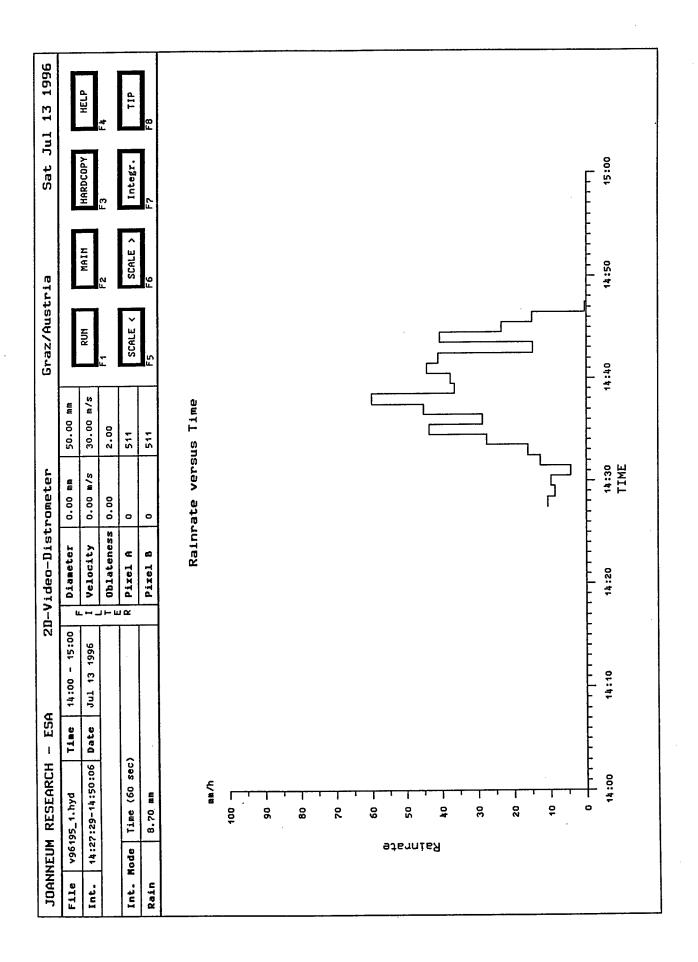
Contents:

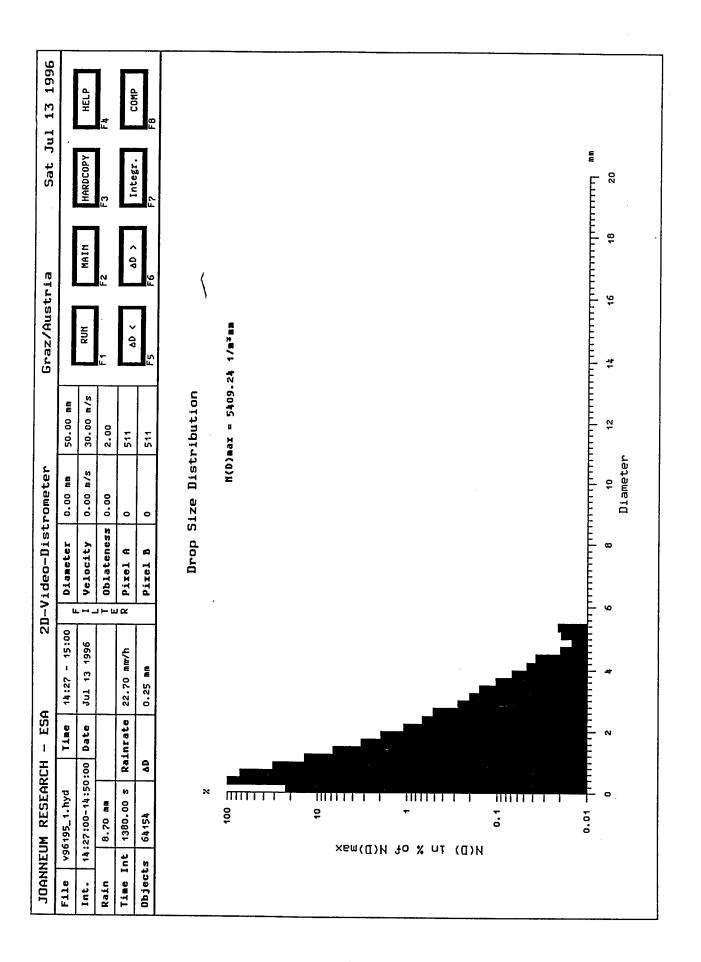
Watered covered ice particles Heavy rain with big drops

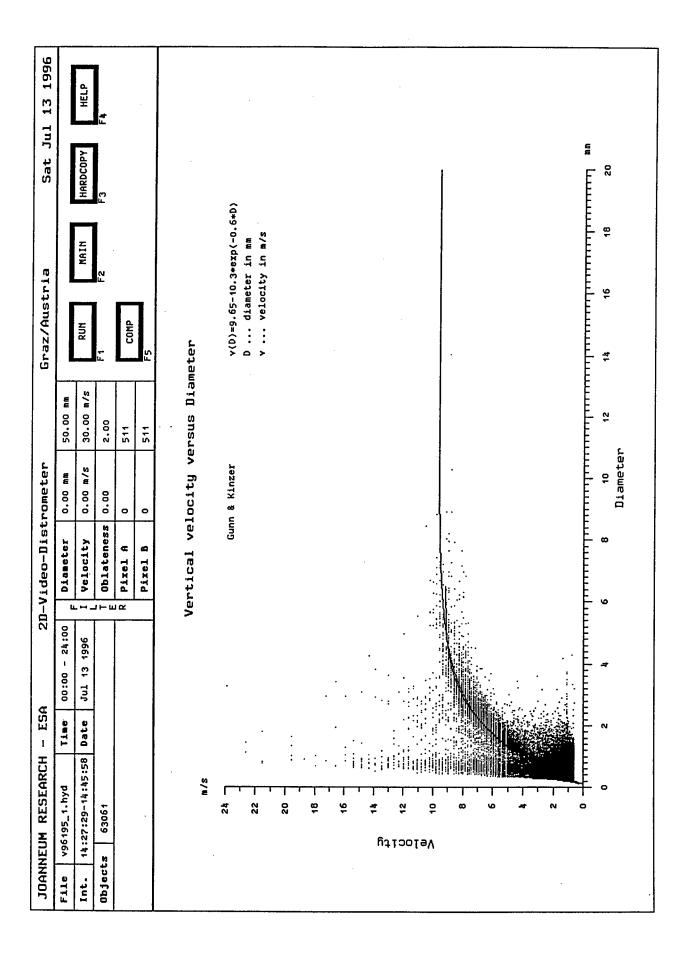
14:36- Large hail (marble-sized) with

very heavy

14:44- Heavy winds to the northwest







July 24, 1996

Julian Day:

206

Event:

1

Time:

18:21-18:35

Average Rain Rate:

24.93mm\hr

Total Rainfall:

5.96mm

Location:

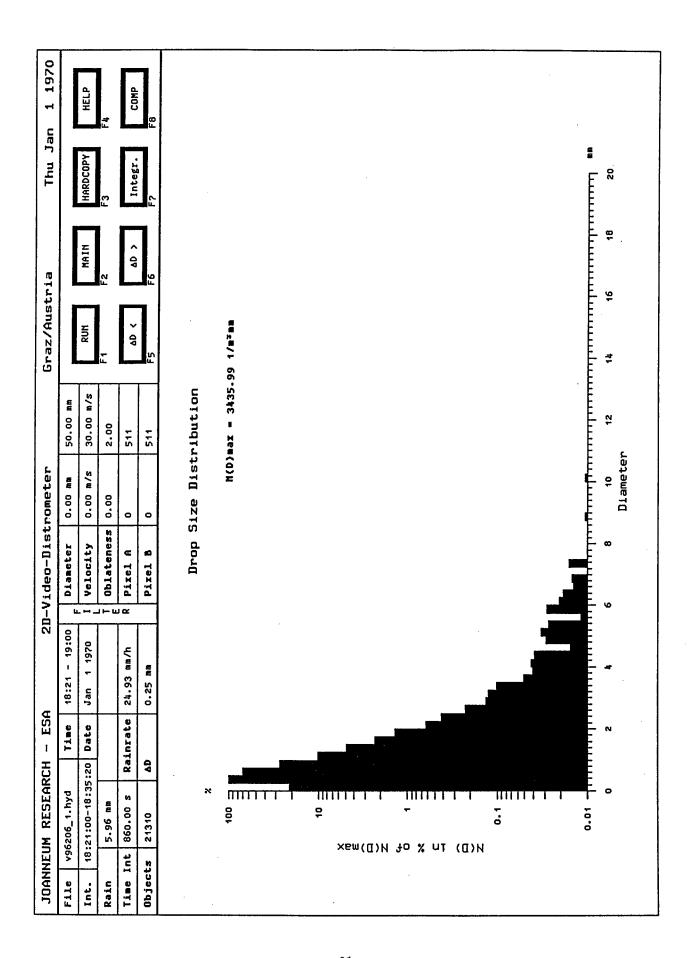
Lat.- 40:42:42

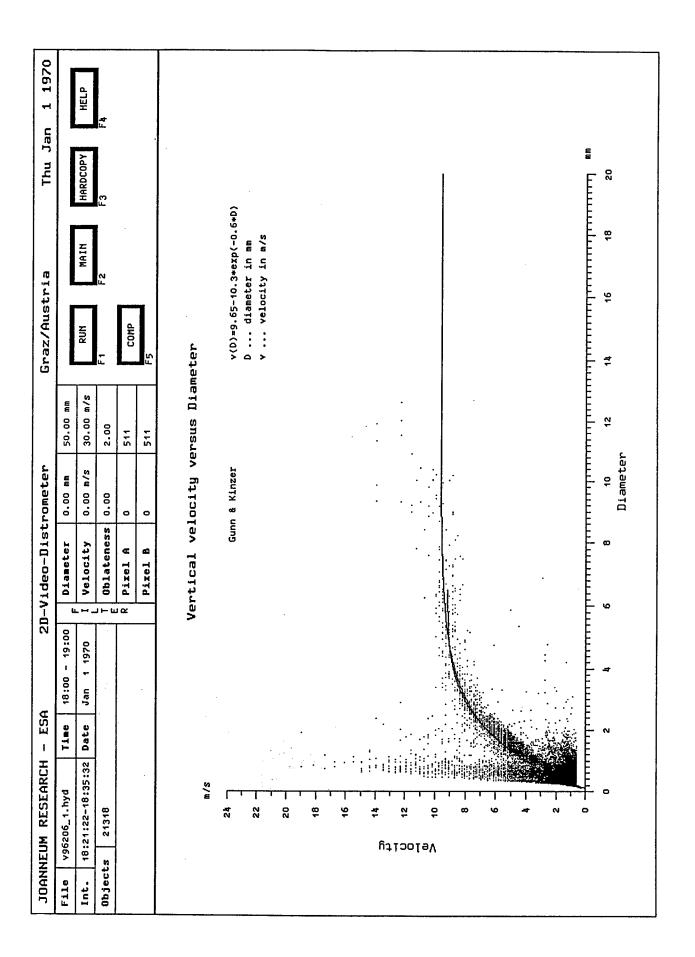
Lon.-104:54:13

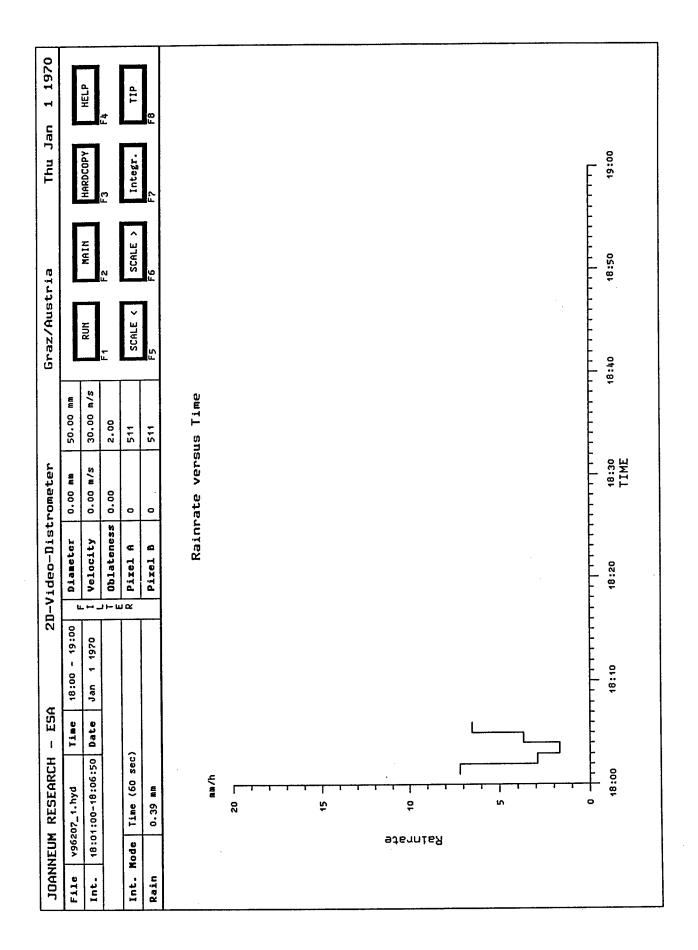
Contents:

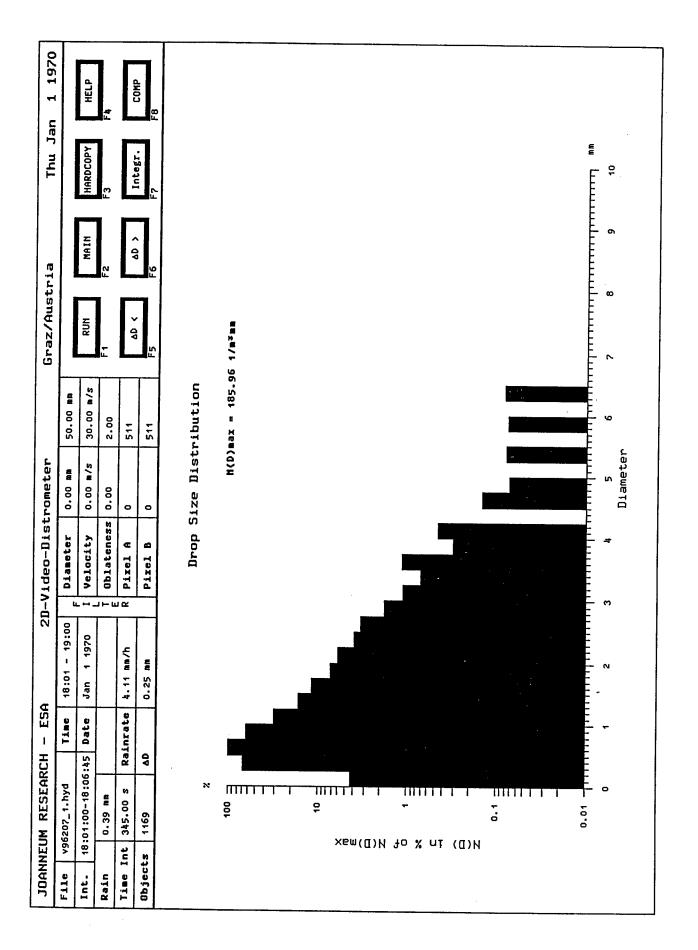
Very little rain during hail event

Pea to marble-sized hail









Date: July 26, 1996

Julian Day: 208

Event: 1

Time: 16:06-16:30

Average Rain Rate: 25.85mm\hr

Total Rainfall: 10.56mm

Location: 16:06-16:12-Lat.- 41:2:17

Lon.- 104:18:47

16:12-16:30-Lat.- 41:3:8

Lon.-104:10:44

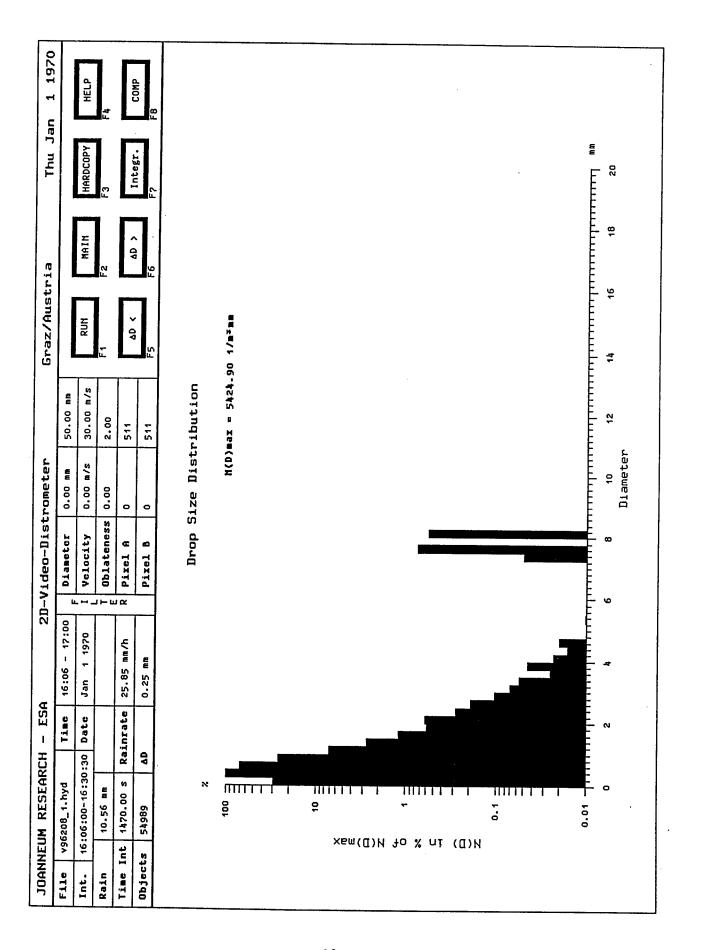
Contents: 16:06-16:12-Pea to marble-sized hail

and heavy rain

Acquired data while moving to new

location

16:12-16:30- Heavy rain with no hail



July 29, 1996

Julian Day:

211

Event:

1

Time:

9:22-11:05

Average Rain Rate:

3.16mm\hr

Total Rainfall:

.25mm

Location:

EE parking lot Lat.- 40:34:35 Lon.-105:05:0

Contents:

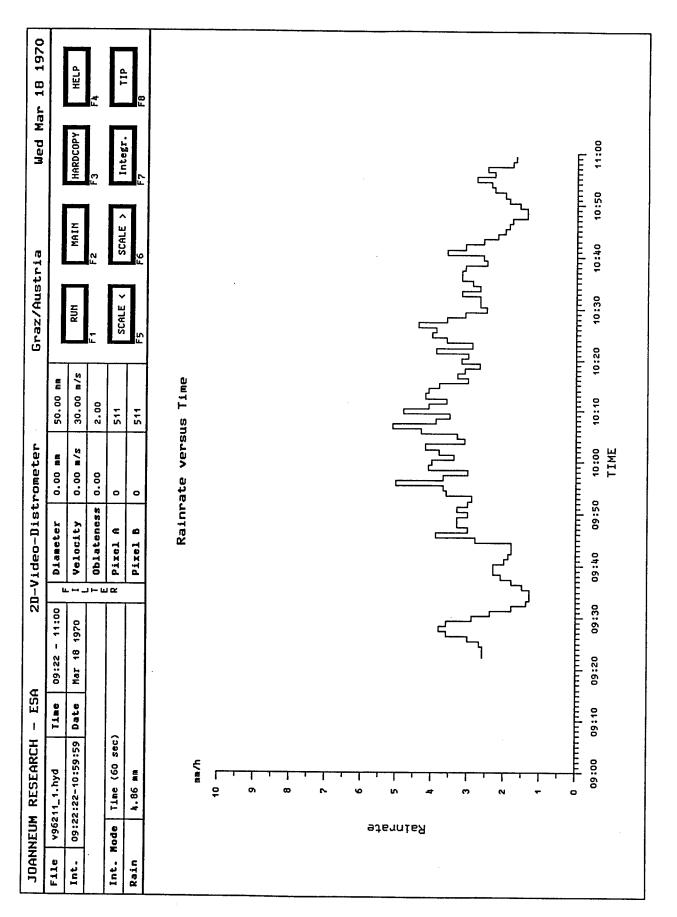
Moderate rain

Rain had a widespread

Very constant

Large drops around 10:00 Lighter rain towards the end

Van scans



## MISSION OF ROME LABORATORY

Mission. The mission of Rome Laboratory is to advance the science and technologies of command, control, communications and intelligence and to transition them into systems to meet customer needs. To achieve this, Rome Lab:

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- b. Transitions technology to current and future systems to improve operational capability, readiness, and supportability;
- c. Provides a full range of technical support to Air Force Material Command product centers and other Air Force organizations;
  - d. Promotes transfer of technology to the private sector;
- e. Maintains leading edge technological expertise in the areas of surveillance, communications, command and control, intelligence, reliability science, electro-magnetic technology, photonics, signal processing, and computational science.

The thrust areas of technical competence include: Surveillance, Communications, Command and Control, Intelligence, Signal Processing, Computer Science and Technology, Electromagnetic Technology, Photonics and Reliability Sciences.